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DANGER, DISTRESS,
AND
STORM-SIGNAL CODES
FOR
SIGNAL SERVICE SEA-COAST STATIONS
AND
MARINERS

50d

OFFICIAL

DANGER, DISTRESS,

AND

STORM-SIGNAL CODES

FOR

SIGNAL SERVICE SEA-COAST STATIONS

AND

MARINERS.

WASHINGTON:
GOVERNMENT PRINTING OFFICE.
1883.

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WAR DEPARTMENT,
OFFICE OF THE CHIEF SIGNAL OFFICER,
Washington, D. C., March 1, 1883.

In compliance with acts approved June 21, 1860 (Rev. Stat., sec. 1195, page 212), June 10, 1872 (Rev. Stat., sec. 222, page 35), and March 3, 1873 (Rev. Stat., sec. 223, page 35), the following Partial Code of Signals is published for the information of all concerned, and will be recognized by all sea-coast signal stations of the Signal Service.

By official co-operation of the Life-Saving Service, the International Signals appearing in this paper, and the signals in Part 2 up to "Weather Signals and Storm Warnings," page 49, will be recognized at all life-saving stations.

W. B. HAZEN,
Brig. and Bvt. Maj. Gen'l,
Chief Signal Officer, U. S. A.

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FLAGS

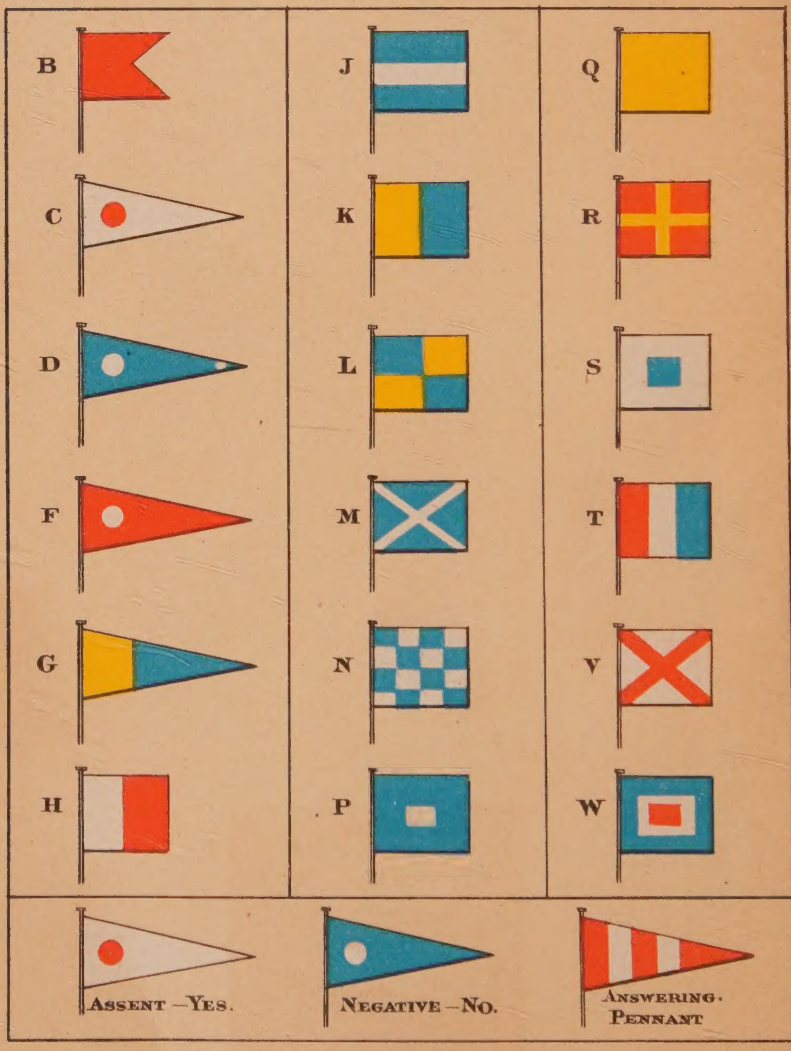
OF THE

INTERNATIONAL CODE OF SIGNALS.

(UNIVERSAL SERIES.)

"CODE SIGNAL" AND "ANSWERING PENNANT"

N.B. When used as the "Code Signal," this Pennant is to be hoisted under the "Ensign;" when used as the "Answering Pennant" where best seen.



INSTRUCTIONS.

Show the Ensign and the Code Signal under it when it is necessary to signify that this code is used.

Hoist the signal where it will be best seen.

The meaning of any signal will be found opposite the letters represented by the flags shown.

It will be observed that by the arrangement of the flags and pennants a distinctive character is given to the signals; thus:

Two flag signals having the burgee uppermost are "Attention" signals.

Two flag signals having the pennant uppermost are "Compass" signals.

Two flag signals having the square flag uppermost are "Urgent" signals.

Three flag signals are universal, and express latitude, longitude, time, numeral, alphabetical, and all ordinary signals required for communications.

Four flag signals having the burgee uppermost are "Geographical" signals.

Four flag signals having the pennant "G" uppermost are names of men-of-war.

Four flag signals having the square flag uppermost are names of merchant vessels.

The signal letters and flags appearing in this paper, are those adopted for the INTERNATIONAL COMMERCIAL CODE of signals for the use of all nations. The following signals are to be found in the International Signal Book by the same letters, under the headings "Danger or Distress," "Assistance," "Danger or Accident," "Danger or Caution," "Direction for Saving Crew," "Wants," "Numeral and Number Table," and "Compass Signals," and are to be displayed by the same flags as those signals already published for the same purpose in the INTERNATIONAL COMMERCIAL CODE.

To open communication by this Code, show the ensign, with the answering pennant under it, thus—

This signal is acknowledged on the coasts of the United States by showing the same pennant alone.

This pennant hoisted alone also means, when signalling, "signals seen and understood," and is to be shown in answer to every signal as soon as such signal has been seen and recognized.

Communication may then be begun, and any message following in this paper may be exchanged.

The flags corresponding to the letters of any combination must be arranged in regular order and read from top downward.

Each separate hoist should be acknowledged by the receiving station hoisting the pennant, and should not be lowered until such acknowledgment has been made.

The signal, asking to open communication, should be shown in every case of distress by the shore station, for it may be that the vessel has the INTERNATIONAL CODE, but, until seeing this signal, will not know she can use it.

PART 1.

Signals adopted from and to be found in International Commercial Code Signal Book.

DAY SIGNALS.

With several ships in company, the attention of a particular ship, whose name is unknown, may be called by the Attention Signal.

Attention or Demand Signals.

BC	Show your ensign.			
BD	What ship is that.			
BF	Vessels just arrived, show your distinguishing signals.			
BG	Vessels just weighed (*or leaving*) show your distinguishing signals.			
BH	Vessels that wish to be reported all well, show your distinguishing signals.			
BJ	Show your distinguishing signals —to ———			
BK	Attention. Pay attention.			
BL	Calls the attention of the first or nearest ship on the bearing (*from the person signalling*) pointed out by compass signal.			
BM	"	second	"	"
BN	"	third	"	"
BP	"	fourth	"	"
BQ	"	fifth	"	"
BR	"	sixth	"	"
BS	"	shore signal station	"	"
BT	"	vessels coming into the anchorage, bearing pointed out by compass signal.		
BV	"	vessels leaving the anchorage		"
BW	"	vessel whose distinguishing signal will be immediately shown.		

*Compass signals.**

CB	North.	DB	East.	FB	South.	GB	West.
CD	N½E.	DC	E½S.	FC	S½W.	GC	W½N.
CF	N. by E.	DF	E. by S.	FD	S. by W.	GD	W. by N.
CG	N. by E½E.	DG	E. by S½S.	FG	S. by W½W.	GF	WNW½W.
CH	NNE.	DH	ESE.	FH	SSW.	GH	WNW.
CJ	NNE½E.	DJ	SE. by E½E.	FJ	SSW½W	GJ	NW. by W½W.
CK	NE. by N.	DK	SE. by E.	FK	SW. by S.	GK	NW. by W.
CL	NE½N.	DL	SE½E.	FL	SW½S.	GL	NW½W.
CM	NE.	DM	SE.	FM	SW.	GM	NW.
CN	NE½E.	DN	SE½S.	FN	SW½W.	GN	NW½N.
CP	NE. by E.	DP	SE. by S.	FP	SW. by W.	GP	NW. by N.
CQ	NE. by E½E.	DQ	SSE½E.	FQ	SW. by W½W.	GQ	NNW½W.
CR	ENE.	DR	SSE.	FR	WSW.	GR	NNW.
CS	ENE½E.	DS	S. by E½E.	FS	W. by S½S.	GS	N. by W½W.
CT	E. by N.	DT	S. by E.	FT	W. by S.	GT	N. by W.
CV	E½N.	DV	S½E.	FV	W½S.	GV	N½W.

* Unless the contrary is indicated, the bearings are always to be understood as compass bearings: *i. e.*, bearings that would be shown by a compass free from any local attraction.

Danger or Distress.

HB	Want immediate assistance.
HF	We are coming to your assistance.
HL	Do not attempt to land in your own boats.
HV	Damaged rudder; cannot steer.
HW	Engine or machinery disabled.
JB	Accident; want a surgeon.
JD	You are standing into danger.
JP	Heavy weather coming; look sharp.
JT	Tack instantly.
JW	Heave to. Stop her instantly.
KB	Heave all aback. Go astern.
KD	Stand on.
KP	Bar impassable.
KQ	Channel has altered; do not try it.
KR	Dangerous without a pilot.
KS	Buoys or marks are not in their proper positions.
KT	Port the helm (*to be kept flying until the course is sufficiently altered*).
KV	Starboard the helm (*kept flying as above*).
KW	Leave the buoy or beacon to port.
LB	Leave the buoy or beacon to starboard.
LC	Steady the helm.
LM	The berth you are now in is not safe.
MF	Hold on until high-water.
MG	You will be aground at low-water.
MK	Remain by the ship.
ML	Quit the vessel as fast as possible.

Danger or Distress.

MN Do not quit the ship until the tide has ebbed.
MP Landing is impossible.
MQ Look out for a line.
MR Endeavor to send a line.
MS Do the best you can for yourselves; no assistance can be given.
MT Lookout will be kept on the beach all night.
MV Lights or fires will be kept at the best place for coming on shore.
MW Keep a light burning.
ND I must abandon the vessel.
NM I am on fire.
NS I have sprung a leak.
NT Leak is gaining rapidly.
NV I am sinking.
PC Want assistance; mutiny.
PD Want immediate medical assistance.
PF Want boat, or boats, immediately.
PH Want (or wants) food; starving.
PJ Want (or wants) coals immediately.
PN Want a steam-tug.
PR Want (or wants) immediate instructions.
PS Want (or wants) hands.
PT Want a pilot; can one be obtained? (Answer, "*Yes*" or "*No.*")
QB Enquires name of signal station.
QC Repeat your signal, or place it in a more conspicuous position. It is not understood.
QD Repeat signal from word (indicated).
QF Cannot make out your flags; come nearer or make distant signals.
QG I am going to repeat signal from word (indicated).
QH Stop, or heave to; I have something important to communicate.
QJ Asks for Meteorological Weather Report.
QK Asks for meteorolgical forecasts for to-morrow.
QL Asks precise hour of highest water and minimum depth at that time.

N. B.—Reply will be by—

1. A time signal (see GRM., &c.).
2. A numeral signal (see VWG, &c.), indicating No. of feet.

QM Have you any message or telegraphic communication for me?
QN I wish to obtain orders from my owners, Mr. ———, at ———.

N. B.—This signal is to be followed by—

1. Vessel's distinguishing signal (if not already made).
2. Owner's name (see "Alphabetical Table" WST).
3. Owner's residence (see "Alphabetical Table" WST, if not in "Geographical Table.")

Danger or Distress.

QP Ship desires to be reported by telegraph to owner, Mr. ———, at ———.

QR Send following message by telegraph to owner, or to, ———, at ———.

QS Forward reply to my message by telegraph to ———.

QT Send my message by signal letters instead of writing it at length.

QV Make for the port indicated (name to follow).

QW You may work the semaphore.

RB Send the following message by post to owners, or to Mr. ———, at ———.

RC Send the following message through the post to owners, or to Mr. ———, at ———, by signal letters instead of at length in writing.

GENERAL SIGNALS.

Section II.—International Code.

Abandon—Aground—Afloat.

BCD Abandon. Abandoning.

BCF Abandoned by the crew.

BCG Abandon the vessel as fast as possible.

BCJ Has she (vessel indicated) been long abandoned?

BCK Do not abandon the vessel.

BCM I must abandon the vessel.

BCN I will not abandon you, or vessel in distress.

BCP I do not intend to abandon the vessel.

BCQ I shall abandon my vessel unless you will keep by us.

BCR Do you intend to abandon?

BCS Keep as close as you can to pick up my people.

BCV Aground. Grounded. Grounded on ———.

BDC You will be aground.

BDF Are you aground?

BDJ I am aground. Is aground.

BDM Was tide high when you grounded?

BDN This tide will take her off.

BDR May be got off or afloat if prompt assistance be given.

BDS Cannot be got off or afloat by any means now available.

BDT Not worth getting off or afloat.

BDW Afloat.

BFC Afloat forward.

BFD Afloat aft.

BFG Has she sewed?

BFH She has sewed ——— feet.

BFJ Lose no time in shoring up.
BFK Capsize. Capsized.
BFL Vessel indicated (bearing) is capsized.
BFP Is she all right?
BFQ Collision. Cases of collision.
BFW Damage. Damaged.
BGC Are you materially injured?
BGF Did you (or vessel indicated) receive any damage?
BGJ Can damage be repaired at sea?
BGM Damage serious (particulars to follow if necessary).
BGN Damage trifling.
BGP Damage can be repaired at sea.
BGS Damages repaired.
BGT I have sprung, or damaged ———.
BGV Dismasted.
BGW Disabled.
BHC Do not cut away your masts.
BHG Distress. Distressed.
BHJ In distress. Want assistance.
BHL Distressed for want of food.
BHM Distressed for want of water.
BHQ A fire. On fire. Fires.
BHR Are you on fire?
BHV Can fire be got under?
BHW Is fire extinguished?
BJF Vessel indicated is on fire.
BJG Fire gaining.
BJH Fire extinguished.
BJK With assistance fire can be subdued.
BJL Fire down in hold amongst cargo.
BJQ Combustibles.
BJR I am loaded with combustibles.
BJS No combustibles near the fire.
BJT Foundered.
BJW Leak. Leaks. Leaky.
BKC Have you sprung a leak? Are you leaky?
BKF Can you stop the leak?
BKG Do you consider leak dangerous?
BKL Sprung a leak. (The number of inches per hour may be shown by signal immediately following.)
BKM Leak increases.
BKN Leak is stopped.
BKP Cannot stop the leak.
BKR Waterlogged. Waterlogged vessels.
BKS I am (or vessel indicated is) waterlogged; take people off.

Wreck—Line—Rafts—Life Buoy—Communicate—Communicating.

BKT Wreck.
BKW A complete wreck.
BLD I am (or vessel indicated is) a complete wreck.
BLF Have you seen or heard of a vessel wrecked or in distress?
BLH Wrecked on the coast.
BLJ Passed a wreck (date and latitude and longitude to follow if necessary); no people remaining.
BLK Passed a wreck (date and latitude and longitude to follow if necessary), but was unable to ascertain whether any of the people were remaining.
BLN Will you go to the assistance of wreck?
BLP Has (or had) she any people on board?
BLV Wreckers.
BLW We will endeavor to send a line.
BMD Look out for a line.
BMF Send a line.
BMG Endeavor to get a line on shore by a boat, or cask, or spar.
BMH Raft–s.
BMJ Do what you can in the way of rafts.
BMK Lookout will be kept for any rafts or spars.
BML Life-buoy–s.
BMN Life-belt–s.
BMP Let go the life-buoy.

GENERAL SIGNALS.

Section III.—International Code.

Communicate—Communicating—Reports.

BND I wish to communicate. Close.
BNF I will come on board or alongside if you will allow me.
BNG Come within hail.
BNH Keep within hail.
BNJ Heave-to; I will send a boat.
BNK Unless your communication is very important I must be excused.
BNL I cannot stop to have any communication.
BNS What is your name?
BNW Where from?
BPC When did you sail?
BPD We (or vessel indicated) sailed on the ———.
BPF Where are you (or is vessel indicated) bound?
BPV Report. Reports.
BPW Do you wish to be reported?

BQC Report me all well.
BQW What sort of a voyage have you had?
BRC All well. All well at ———.
BRF Letters or despatches.
BRG Any letters or despatches on board?
BRH I have government despatches.
BRL Any letters or papers for me (or for person indicated)?
BRM Will you forward my letters?
BRQ Can I take or forward any letters?
BRS Will you take a letter for me?
BSC Send for your letters.
BSG Nothing for you, or for ———.
BSM Send your letters.
BSN Your letters will be sent.
BST Write. Writing. Written.
BTK Mail. Mails.
BTR Have you a mail?
BVD Will you wait for mail?
BWC News.
BWF Any news?
BWN News or report confirmed.
BWP News or report is not correct.
BWR No news —— of ———.
BWT Good news —— of ———.
CBM Attack.
CBP Did you fall in with any men-of-war?
CBR Has anything decisive taken place?
CBT Are there any men of war about?
CBV Any alteration in the position of the armies?
CBW Any alteration in the position of the fleets?
CDB Where is the ——— fleet?
CDF Where is the ——— army?
CDG Where is the commander-in-chief?
CDH. Fleet consists of ———.
CDJ Fleet. Fleets.
CDK Army. Armies.
CDL Cavalry.
CDM Infantry.
CDN Artillery.
CDP Officer–s.
CDQ Naval officer–s.
CDR Military officer–s.
CDS General–s.
CDT Admiral–s.
CDV Captain–s.

CDW Colonel–s.
CFB Commandant.
CGF Any prospect of peace?
CGH Peace.
CGK Reports of peace.
CGR War.
CGS War fully expected.
CGV Nothing decisive yet.
CGW Blockade. Embargo.
CHB An embargo has been laid on at ———.
CHD When is the embargo to be laid on?
CHF When is the embargo to be taken off?
CHG Blockade is taken off.
CJG Boarded.
CJH Were you boarded?
CJM Arm–s. Arming. Armed.
CJN She is armed. They are armed.
CJQ How are you armed? How many guns?
CKN Defence.
CKP Escape.
CLR How is she rigged?
CLT What is she like?
CLV Man-of-war. Men-of war.
CMB Frigate–s.
CMD Steamer–s.
CMF Large ship–s.
CMG Small ship–s.
CMH Schooner–s.
CMJ Small craft.
CMK Coaster–s.
CML Clipper–s.
CMN Merchant vessel–s.
CMQ Transport–s.
CMR Passenger ship–s.
CMS Revenue vessel–s.
CND Passed the American ———, or passed an American vessel.
CSH Several vessels in sight.
CVJ Signals.
CVK Have you a spare code of signals?
CVL I wish to signal; will you come within easy signal distance?
CVM Will you forward or communicate the following signal for me?
CVN Learnt by signal from ———.
CVP Did you see the signal?
CVQ Could you understand what they were signalling about?

CVR Might have learnt it by signal.
CVS Will you repeat my signals?
CVT Will you repeat the signals making to me?
CVW Signal is annulled.
CWB Signal is answered.
CWD Annul the last signal.
CWF Signal not understood, although the flags are distinguished.
CWG I can not make out the flags.
CWH The last hoist (or the hoist indicated) is not understood; repeat it.
(NOTE.—Indicate the hoist as 1, 2, 3, &c., from the numeral table, the first hoist of the signal counting as No. 1.)
CWJ You have misunderstood the signal.
CWL Following signal is private, or confidential.
CWM Fire a signal gun.
CWN Make a signal when you want a boat.
CWP Signals of distress.
CWQ Vessel indicated is making signals of distress (bearing to follow if necessary).
CWR Vessel has no signals.
CWS Distinguishing signal.
CWT Signal is not answered.
CWV Lights or fires will be kept at the best landing.
DBC Keep lights or fires on the beach all night.
DBF Signal lanterns or lights.
DBG Have you any signal-lights?
DBH Night signals.
DBJ Have you any rockets?
DBK Blue lights.
DBL What signals have you?
DBM What is the date of signal book?
DBN Attend to the signal.
DBP Unable to comply with signal.
DBQ I will attend to your signal–s.
DBR Keep within signal distance (bearing to follow if necessary)
DBS Pilot's signal.
DBT Ensign.
DBV She has shown her ensign.
DBW What ensign has she hoisted?
DCB Hoist your ensign.
DCF Cannot distinguish the ensign.
DCG Foreign flags. Foreigner. Foreigners.
DCH American–s. American (United States) colors.

GENERAL SIGNALS.

Section IV.—International Code.

Captain—Crew—Landing—Message—Quarantine.

DHB	Captain.
DHF	Where is the captain?
DHG	Captain is on shore.
DHJ	Captain is on board.
DHL	Captain is well.
DHM	Captain is ill.
DJT	Have you men enough?
DJW	All hands lost.
DKB	All hands saved.
DKC	Crew not heard of.
DKH	Not safe to go on with the crew as at present.
DKJ	Crew will not leave the vessel.
DKL	Crew sick.
DKM	Crew healthy.
DKN	Crew discontented; will not work.
DKR	Mutiny. Mutinous.
DKT	Swim. Swims. Swimming.
DKV	Does he (or does it) still swim?
DMS	Are you going on shore?
DMV	Have you had any communication with the shore?
DNR	Landing. At the landing-place. Landing-place.
DNS	Is there anything to prevent landing?
DNT	Where is the best landing?
DNV	Beach. On the beach.
DNW	Very good landing.
DPB	Landing safe, but very disagreeable.
DPC	Scarcely prudent to land.
DPG	Landing is very difficult.
DPH	All on board.
DPK	Message. Messages.
DPM	Will you leave a message for me?
DPN	Cannot understand the message.
DPQ	Send word.
DSJ	Are you in quarantine?
DSK	Do you come from any port putting you in quarantine?
DSL	Have you a clean bill of health?
DSM	What quarantine shall I get?
DSN	Have you had any communication with infected vessels?
DSP	Am (or is) in quarantine (number of days to be indicated).
DSQ	Out of quarantine.
DSW	Clean bill of health from ———.
DTC	You will get quarantine.

DTF When I am out of quarantine.
DTH Can I land my sick?
DTJ Very sickly. Seriously ill.
DTK Tolerably healthy. Tolerably well.
DTM Yellow-fever.
DTN Fever. Cases of fever.
DTP Dysentery. Cases of dysentery.
DTQ Small-pox. Cases of small-pox.
DTR Cholera. Cases of cholera.
DTS A contagious disease on board (or at place indicated).
DTV Scurvy.
DTW A good many slight cases.
DVB Is the sickness contagious (or infectious)?
DVC Sickness assumes a milder form.
DVF Sickness is not contagious.
DVG Sickness is contagious.
DVH Any sick on board?
DVJ How many sick?
DVK What is the sickness?
DWB How many deaths?
DWF How are you; or how is ——— (person or vessel indicated)?
DWG Are you all well?
DWH Lost none.
DWJ Last death on the ——— (date to follow).
DWN Accident.
DWP Accident happened. Fall; crushed; jammed.
DWT Accident. Drowned.
FBD Amputation; operation necessary.
FBG Not doing well.
FBW Want a surgeon (or doctor).
FCB Have you a surgeon (or doctor)?
FCD Will your surgeon (or doctor) come on board?
FCG Want a surgeon (or doctor); send me one from the nearest place.
FCH No surgeon (or doctor) available.
FCJ Surgeon (or doctor) will come immediately.
FCK Surgeon (or doctor) shall be sent for.
FCM Surgeon (or doctor) wants assistance.
FCN Want surgical instruments.
FCP No surgeon or doctor.

GENERAL SIGNALS.

Section V.—International Code.

Meridian—Latitude and Longitude.

FCR Quadrant–s.
FCS Meridian. Meridian of.

Meridian— Latitude and Longitude.

FCT What is your (or the) first meridian?
FCV My first meridian is ———.
FDB Latitudes–s.
FDC North latitude.
FDG South latitude.
FDH Degrees of latitude.
FDJ What is your latitude (brought up to the present moment)?
FDK How is your latitude obtained?
FDN What latitude?
FDR My latitude is ———.
FDS Latitude by observation.
FDT Latitude by dead-reckoning.
FDV Longitude.
FDW East longitude.
FGB West longitude.
FGC Degrees of longitude.
FGD Minutes of longitude.
FGK In the longitude of ———.
FGN What longitude?
FGP Is the longitude correct?
FGR Longitude by dead-reckoning.
FGT What longitude did you (or do you) go into?
FGV 1° latitude.
FGW 2° latitude.
FHB 3° latitude.
FHC 4° latitude.
FHD 5° latitude.
FHG 6° latitude.
FHJ 7° latitude.
FHK 8° latitude.
FHL 9° latitude.
FHM 10° latitude.
FHN 11° latitude.
FHP 12° latitude.
FHQ 13° latitude.
FHR 14° latitude.
FHS 15° latitude.
FHT 16° latitude.
FHV 17° latitude.
FHW 18° latitude.
FJB 19° latitude.
FJC 20° latitude.
FJD 21° latitude.
FJG 22° latitude.
FJH 23° latitude.

FJK	24° latitude.
FJL	25° latitude.
FJM	26° latitude.
FJN	27° latitude.
FJP	28° latitude.
FJQ	29° latitude.
FJR	30° latitude.
FJS	31° latitude.
FJT	32° latitude.
FJV	33° latitude.
FJW	34° latitude.
FKB	35° latitude.
FKC	36° latitude.
FKD	37° latitude.
FKG	38° latitude.
FKH	39° latitude.
FKJ	40° latitude.
FKL	41° latitude.
FKM	42° latitude.
FKN	43° latitude.
FKP	44° latitude.
FKQ	45° latitude.
FKR	46° latitude.
FKS	47° latitude.
FKT	48° latitude.
FKV	49° latitude.
FKW	50° latitude.
FLB	51° latitude.
FLC	52° latitude.
FLD	53° latitude.
FLG	54° latitude.
FLH	55° latitude.
FLJ	56° latitude.
FLK	57° latitude.
FLM	58° latitude.
FLN	59° latitude.
FLP	60° latitude.
FLQ	61° latitude.
FLR	62° latitude.
FLS	63° latitude.
FLT	64° latitude.
FLV	65° latitude.
FLW	66° latitude.
FMB	67° latitude.
FMC	68° latitude.

FMD	69° latitude.
FMG	70° latitude.
FMH	71° latitude.
FMJ	72° latitude.
FMK	73° latitude.
FML	74° latitude.
FMN	75° latitude.
FMP	76° latitude.
FMQ	77° latitude.
FMR	78° latitude.
FMS	79° latitude.
FMT	1° longitude.
FMV	2° longitude.
FMW	3° longitude.
FNB	4° longitude.
FNC	5° longitude.
FND	6° longitude.
FNG	7° longitude.
FNH	8° longitude.
FNJ	9° longitude.
FNK	10° longitude.
FNL	11° longitude.
FNM	12° longitude.
FNP	13° longitude.
FNQ	14° longitude.
FNR	15° longitude.
FNS	16° longitude.
FNT	17° longitude.
FNV	18° longitude.
FNW	19° longitude.
FPB	20° longitude.
FPC	21° longitude.
FPD	22° longitude.
FPG	23° longitude.
FPH	24° longitude.
FPJ	25° longitude.
FPK	26° longitude.
FPL	27° longitude.
FPM	28° longitude.
FPN	29° longitude.
FPQ	30° longitude.
FPR	31° longitude.
FPS	32° longitude.
FPT	33° longitude.
FPV	34° longitude.

FPW	35° longitude.
FQB	36° longitude.
FQC	37° longitude.
FQD	38° longitude.
FQG	39° longitude.
FQH	40° longitude.
FQJ	41° longitude.
FQK	42° longitude.
FQL	43° longitude.
FQM	44° longitude.
FQN	45° longitude.
FQP	46° longitude.
FQR	47° longitude.
FQS	48° longitude.
FQT	49° longitude.
FQV	50° longitude.
FQW	51° longitude.
FRB	52° longitude.
FRC	53° longitude.
FRD	54° longitude.
FRG	55° longitude.
FRH	56° longitude.
FRJ	57° longitude.
FRK	58° longitude.
FRL	59° longitude.
FRM	60° longitude.
FRN	61° longitude.
FRP	62° longitude.
FRQ	63° longitude.
FRS	64° longitude.
FRT	65° longitude.
FRV	66° longitude.
FRW	67° longitude.
FSB	68° longitude.
FSC	69° longitude.
FSD	70° longitude.
FSG	71° longitude.
FSH	72° longitude.
FSJ	73° longitude.
FSK	74° longitude.
FSL	75° longitude.
FSM	76° longitude.
FSN	77° longitude.
FSP	78° longitude.
FSQ	79° longitude.

Longitude.

FSR	80° longitude.
FST	81° longitude.
FSV	82° longitude.
FSW	83° longitude.
FTB	84° longitude.
FTC	85° longitude.
FTD	86° longitude.
FTG	87° longitude.
FTH	88° longitude.
FTJ	89° longitude.
FTK	90° longitude.
FTL	91° longitude.
FTM	92° longitude.
FTN	93° longitude.
FTP	94° longitude.
FTQ	95° longitude.
FTR	96° longitude.
FTS	97° longitude.
FTV	98° longitude.
FTW	99° longitude.
FVB	100° longitude.
FVC	101° longitude.
FVD	102° longitude.
FVG	103° longitude.
FVH	104° longitude.
FVJ	105° longitude.
FVK	106° longitude.
FVL	107° longitude.
FVM	108° longitude.
FVN	109° longitude.
FVP	110° longitude.
FVQ	111° longitude.
FVR	112° longitude.
FVS	113° longitude.
FVT	114° longitude.
FVW	115° longitude.
FWB	116° longitude.
FWC	117° longitude.
FWD	118° longitude.
FWG	119° longitude.
FWH	120° longitude.
FWJ	121° longitude.
FWK	122° longitude.
FWL	123° longitude.
FWM	124° longitude.

FWN	125° longitude.
FWP	126° longitude.
FWQ	127° longitude.
FWR	128° longitude.
FWS	129° longitude.
FWT	130° longitude.
FWV	131° longitude.
GBC	132° longitude.
GBD	133° longitude.
GBF	134° longitude.
GBH	135° longitude.
GBJ	136° longitude.
GBK	137° longitude.
GBL	138° longitude.
GBM	139° longitude.
GBN	140° longitude.
GBP	141° longitude.
GBQ	142° longitude.
GBR	143° longitude.
GBS	144° longitude.
GBT	145° longitude.
GBV	146° longitude.
GBW	147° longitude.
GCB	148° longitude.
GCD	149° longitude.
GCF	150° longitude.
GCH	151° longitude.
GCJ	152° longitude.
GCK	153° longitude.
GCL	154° longitude.
GCM	155° longitude.
GCN	156° longitude.
GCP	157° longitude.
GCQ	158° longitude.
GCR	159° longitude.
GCS	160° longitude.
GCT	161° longitude.
GCV	162° longitude.
GCW	163° longitude.
GDB	164° longitude.
GDC	165° longitude.
GDF	166° longitude.
GDH	167° longitude.
GDJ	168° longitude.
GDK	169° longitude.

GDL 170° longitude.
GDM 171° longitude.
GDN 172° longitude.
GDP 173° longitude.
GDQ 174° longitude.
GDR 175° longitude.
GDS 176° longitude.
GDT 177° longitude.
GDV 178° longitude.
GDW 179° east longitude.
GFB 179° west longitude.
GFC 180° longitude.
GFD Move.
GFH Moved.
GFJ Moving.
GFK Fast.
GFL Faster.
GFM Slow.
GFN Slower.
GFP Forward–s. Onward.
GFQ Backward–s.
GFV Barometer–s.
GFW Barometer is rising.
GHB Barometer is falling.
GHC Barometer is steady.
GHD How is barometer?
GHF Chronometer–s.
GHK May I depend on your time?
GHL Can you spare me a chronometer?
GHQ Chronometer has run down.
GHR Wish to get a rate for my chronometer.
GJC Compasses. Compass.
GJH I have not had sights for variation lately.
GJK True bearings.
GJL Compass bearing.
GJQ Variation of the compass.
GJR What is your variation? What variation do you allow?
GJV Spy-glass. Telescope.
GJW Sextant.
GKB Thermometer.
GKC Have you tried the temperature of the sea?
GKD Charts (indicate place if necessary).
GKF Have you a chart of coast (or place indicated)?
GKH I have no chart of coast (or place indicated).

GKJ Very good chart.
GKL Indifferent chart.
GKM Book of sailing directions (indicate place if necessary).
GKN Book of navigation tables.
GKP Nautical almanac for the current year (or year indicated).
GKQ Log book.
GKS Did you get good observations?
GKT Tolerable observations.
GKV Observations on the ———.
GKW No recent observations; I did not get an observation.
GLB When were your last observations for time?
GLC When were your last observations for latitude?
GLH Double altitudes.
GLJ Night observations.
GLK Reckoning.
GLM I place confidence in the reckoning.
GLP Dead-reckoning.
GLR How far? What distance?
GLS Where am I? What is my present position?
GLT Distance.
GLW Far. Far off.
GMB Nigh. Not far.
GMF Above. Uppermost.
GMH Below. Under. Beneath.
GMJ Along. Along the.
GMK By the side of.
GNS In the neighborhood of.
GNV On the road to ———.
GNW Off the road.
GPB Position. Situation.
GPK Ocean.
GPL Sea. Sea of.
GPM Bay–s. Bay of.
GPN In the bay of.
GQB Lake. Lake of.
GQC River.
GQH Off the mouth of the.
GQJ Up the.
GQK On the right bank of the river.*
GQL On the left bank of the river.*
GQM On or at the north coast of.
GQP On or at the east coast of.

* NOTE.—The right or left-hand bank in descending the stream.

GQR On or at the SE. coast of.
GQS On or at the south coast of.
GQT On or at the SW. coast of.
GQV On or at the west coast of.
GRB Along shore to the eastward of ——— (distance in miles may follow).
GRC Along shore to the westward of———.
GRD Along shore to the southward of ———.
GRF Along shore to the northward of ———.
GRJ First meridian, or Greenwich mean time.
GRK My first meridian, or Greenwich mean time, is ———.
GRL Will you show your Greenwich, or first meridian, mean time?

NOTE.—Vessels wishing to show the time will hoist the hour signal and dip it sharply about a minute after it is answered; the minutes and seconds, at the instant of dipping, will immediately follow.

To insure accuracy the signal may be rehoisted and the comparison repeated.

GRM 1 hour, p. m.
GRN 2 hours, p. m.
GRP 3 hours, p. m.
GRQ 4 hours, p. m.
GRS 5 hours, p. m.
GRT 6 hours, p. m.
GRV 7 hours, p. m.
GRW 8 hours, p. m.
GSB 9 hours, p. m.
GSC 10 hours, p. m.
GSD 11 hours, p. m.
GSF 12 hours or midnight.
GSH 13 hours or 1 a. m.
GSJ 14 hours or 2 a. m.
GSK 15 hours or 3 a. m.
GSL 16 hours or 4 a. m.
GSM 17 hours or 5 a. m.
GSN 18 hours or 6 a. m.
GSP 19 hours or 7 a. m.
GSQ 20 hours or 8 a. m.
GSR 21 hours or 9 a. m.
GST 22 hours or 10 a. m.
GSV 23 hours or 11 a. m.
GSW 24 hours or noon.
GTB 0 minutes of latitude, longitude, or time.

GTC	1 minute.
GTD	2 minutes.
GTF	3 minutes.
GTH	4 minutes.
GTJ	5 minutes.
GTK	6 minutes.
GTL	7 minutes.
GTM	8 minutes.
GTN	9 minutes.
GTP	10 minutes.
GTQ	11 minutes.
GTR	12 minutes.
GTS	13 minutes.
GTV	14 minutes.
GTW	15 minutes.
GVB	16 minutes.
GVC	17 minutes.
GVD	18 minutes.
GVF	19 minutes.
GVH	20 minutes.
GVJ	21 minutes.
GVK	22 minutes.
GVL	23 minutes.
GVM	24 minutes.
GVN	25 minutes.
GVP	26 minutes.
GVQ	27 minutes.
GVR	28 minutes.
GVS	29 minutes.
GVT	30 minutes.
GVW	31 minutes.
GWB	32 minutes.
GWC	33 minutes.
GWD	34 minutes.
GWF	35 minutes.
GWH	36 minutes.
GWJ	37 minutes.
GWK	38 minutes.
GWL	39 minutes.
GWM	40 minutes.
GWN	41 minutes.
GWP	42 minutes.
GWQ	43 minutes.
GWR	44 minutes.

GWS 45 minutes.
GWT 46 minutes.
GWV 47 minutes.
HBC 48 minutes.
HBD 49 minutes.
HBF 50 minutes.
HBG 51 minutes.
HBJ 52 minutes.
HBK 53 minutes.
HBL 54 minutes.
HBM 55 minutes.
HBN 56 minutes.
HBP 57 minutes.
HBQ 58 minutes.
HBR 59 minutes.
HBS Second–s.
(The seconds to be indicated from numeral table VWG, &c.)
HBT January.
HBV February.
HBW March.
HCB April.
HCD May.
HCF June.
HCG July.
HCJ August.
HCK September.
HCL October.
HCM November.
HCN December.
HCP Sunday.
HCQ Monday.
HCR Tuesday.
HCS Wednesday.
HCT Thursday.
HCV Friday.
HCW Saturday.
HDB 1st.
HDC 2d.
HDF 3d.
HDG 4th.
HDJ 5th.
HDK 6th.
HDL 7th.
HDM 8th.

HDN 9th.
HDP 10th.
HDQ 11th.
HDR 12th.
HDS 13th.
HDT 14th.
HDV 15th.
HDW 16th.
HFB 17th.
HFC 18th.
HFD 19th.
HFG 20th.
HFJ 21st.
HFK 22d.
HFL 23d.
HFM 24th.
HFN 25th.
HFP 26th.
HFQ 27th.
HFR 28th.
HFS 29th.
HFT 30th.
HFV 31st.
HFW To-morrow.
HGB Yesterday.
HGC To-day.
HGD Next week.
HGF Last week.
HGJ Early. Early in.
HGK Late. Late in.
HGL Season–s.
HGM Summer—of.
HGN Winter—of.
HGP Spring—of.
HGQ Autumn—of.
HGR Next.
HGS Last.
HGT Light enough to see ———
HGV Dark.
HGW Sun —'s.
HJB Moon —'s.
HJC Morning. In the mornin g
HJD Noon. At noon.
HJF Evening. In the evenin
HJG Night. To-night.

HJK A. M. Before noon.
HJL P. M. In the afternoon.
HJM Daylight. At daylight.
HJN When it is dark.
HJP Sunrise. At sunrise.
HJQ Sunset. At sunset. Dusk.
HJR When moon rises.
HJS When moon goes down.
HJT Hour. Hours.
HJV Day. Days.
HJW Week. Weeks.
HKB Month. Months.
HKC Year. Years.
(1800 is always to be understood in signalling the year unless otherwise indicated.)
HKD When. When?
HKF When will you?
HKG When you.
HKJ When did you (or person indicated)?
HKL When I or when we.
HKM When you please.
HKN When do you begin?
HKP When will the end (or last) be?
HKQ Whilst. During.
HKR Before.
HKS After. Afterwards.
HKT Never.
HKV Often. Frequently.
HKW Not often. Seldom.
HLB Soon. Shortly.
HLC About the time.
HLD Until.
HLF Ago. Since.
HLG Not long ago.
HLJ First time or opportunity.
HLK In or for the future.
HLM Next time or opportunity.
HLN At once. Now. This time.
HLP By-and-by. Not yet.
HLQ At any time.
HLR Long time.
HLS Last time.
HLT At all times. Always.
HLV Not time enough.
HLW Too late.

Weather.

HMB Weather.
HMC What weather shall we have?
HMD If moderate weather.
HMF If it should not moderate.
HMG I think the weather will be ———.
HMJ Shall we have thick weather?
HMK What weather have you had?
HML Stormy, boisterous weather from the ———.
HMN Thick weather.
HMP Rain.
HMQ Light, variable weather.
HMR Hot weather.
HMS Fine weather.
HMT Very bad weather.
HMV Strong breeze.
HMW Nothing but gales of wind.
HNB Moderate weather.
HNC Squally weather; blowing hard.
HND Severe squall not far off; look sharp.
HNF Don't trust to the weather; it has not done yet.
HNG Not much. Nothing serious. It won't last.
HNJ More rain than wind.
HNK A regular break-up. An end to the fine weather.
HNL There has been a great deal of ———.
HNM Vessel indicated has mostly had ———.
HNP Fog. Foggy.
HNQ During a thick fog.
HNR Thick fog coming on.
HNS There has been so much fog as to cause considerable detention.
HNT Keep close during fog.
HNV Lightning.
HNW Struck by lightning.
HPB Lightning conductors.
HPC There has been (or we have had) a storm of thunder and lightning.
HPD Hurricane–s. Typhoon–s.
HPF Has been a hurricane at or in ———.
HPG Hurricane did considerable injury.
HPJ Prepare for a hurricane.
HPK Hurricanes not set in at ——— (date to follow, if necessary).
HPL We are steering right into track of the hurricane.
HPM Winter–s. Wintery.
HPN Had (or has) winter set in at ———?
HPQ Winter has regularly set in at ———.

HPR Ice.
HPS Has the ice broken up—has the winter broken up—at ——— ?
HPT Has there been much ice at ——— ?
HPV Have you fallen in with much ice ?
HPW What latitude did you (or they) have the ice in ?
HQB Is ——— frozen over ?
HQC Is there much ice at or in ——— ?
HQD Do you think I could get through the ice (at—to follow, if necessary) ?
HQF Could any vessel have got away after you ?
HQG Weather is still open (at—to follow, if necessary).
HQJ You will fall in with ice if you go beyond ———.
HQK I saw ice in latitude ——— (date to follow, if necessary).
HQL I have been injured by the ice (in latitude ——— and longitude ——— to follow, if necessary).
HQM I only got clear of the ice or icebergs.
HQN Place next indicated is blocked up by the ice.
HQP Not much ice at place next indicated.
HQR A good deal of floating ice in ———.
HQS You will find great difficulty in getting through the ice at ———.
HQT Ice as far as I can see.
HQV Iceberg–s.
HQW Snow. Snowed. Snowing.
HRB Hail.
HRC Heavy falls of snow.
HRD Traffic interrupted by snow.
HRF Wind. Winds.
HRG How shall we have the wind ?
HRJ There will be a change.
HRK The wind will come from the ———.
HRL The wind is ———.
HRM Wind will freshen.
HRN If the wind abates.
HRP We shall have a calm.
HRQ Wind appears to be steady.
HRS As soon as there is a breeze.
HRT If the wind continues as at present.
HRV If (or when) the wind shifts.
HRW Should it come on to blow (quarter to be indicated if necessary).
HSB During a gale. Whilst the gales last.
HSC Winds from the ———. With winds from the ———.
HSD Fair wind. Fair winds.
HSF Foul wind. Foul winds.

Winds—Sea—Assistance—Boats.

HSG Calm and light winds.
HSJ I have been (or I was) detained —— days, wind-bound, at (place indicated).
HSL If you lose the wind.
HSM It is dangerous to lose the wind.
HSN Becalmed.
HSP Winds have mostly been ———.
HSQ What winds have you (or vessel indicated) had?
HSR How is the wind outside?
HST Severe gales.
HSV Sea breeze.
HSW Land breeze.
HTB Variable winds.
HTC Monsoon.
HTK Wind and weather permitting.
HTL Sea–s.
HTM Heavy sea.
HTN Not much sea.
HTP Surf.
HTQ Rollers. Rollers setting in.
HTR Much swell on.
HTS Not wind enough.
HTV Too much wind.
HTW Too much sea.

GENERAL SIGNALS.

Section VI.—International Code.

Assist, Assistance—Boats.

HVB Assist. Assistance.
HVC Send immediate assistance.
HVD Want assistance.
HVF Do you require assistance?
HVJ Do not require assistance.
HVK Can you assist?
HVN Cannot assist.
HVP Offered assistance, but they declined.
HVQ Will assist.
HVR What assistance do you require? What do you want?
HWG Want. Wants. Wanting.
JBK Boat. Boats.
JBL Long-boat.
JBM Small–er boat.
JBN Boat's oars.

Boat—Hull—Spars—Stores—Supplies—Water—Steamer.

JBP Boat's crew.
JBQ Want a boat.
JBR Lend me a boat.
JBS Vessel indicated wants boats.
JBT Send a boat.
JCN Will send a boat.
JCP Can you send a boat (or boats)?
JCQ Can boats land?
JCT Boat–s coming.
JCV Boat is on board; is alongside.
JDC No boat on board.
JDG Cannot send a boat.
JDH Cannot get my boat out.
JDL Have only one boat.
JDN Boat is adrift.
JDP Boat is stove.
JDQ Boat swamped (indicate number if necessary).
JDR Boat is lost (indicate number if necessary).
JDT Life-boat. Life-boats.
JDV Life-boat unable to come.
JDW Have you any life-boat?
JFB We have sent for life-boats.
JFC Send life-boat–s.
JFD Have no life-boats; no life-boat here.
JFG Cargo boat. Lighter. Lighters.
JFP Aft. Abaft. Afterpart.
JFQ Fore. Foreward. Forepart.
JGB Rudder–s.
JGC Damaged rudder.
JGD Loss of (or lost) rudder.
JTH Water.
JTK Dying for want of water.
JTL No water to be had.
JTM Water is not good.
JTN Water is good.
JTV Water can readily be obtained.
JVH Want food.
JVK I am (or vessel indicated is) short of provisions.

GENERAL SIGNALS.

Section VII.—International Code.

Steamer—Tow.

KPV Send a steamer.
KQG Can you steam ahead?

Tow—Tug—Hawser—Anchorage—Harbor.

KRF In tow.
KRG Shall I take you (or vessel indicated) in tow?
KRL Will you take me (or vessel indicated) in tow?
KRM I cannot take you in tow.
KRN I can tow you.
KRT Want another tug (indicate if more than one).
KRV Send a tug (indicate if more than one) to me (or to vessel in direction pointed out).
KRW Tug has not sufficient power.
KSB Tug is disabled.
KSC Tow-line–s.
KSD Send for the tow-line.
KSG Have a tow-line ready.
KSH Veer starboard hawser.
KSJ Veer port hawser.
KSL Veer both hawsers.
KSM Shorten in starboard hawser.
KSN Shorten in port hawser.
KSP Shorten in both hawers.
KSQ Cast off.
KSR I must cast off.
KST Shall I cast off?
KSW Come alongside.
KTD Cannot get alongside.
KTF Is the end fast?
KTG All fast.
KTH Make fast.
KTM Hold on.
KTN Rig in.
KTP Rig out.

GENERAL SIGNALS.

Section VIII.—International Code.

Anchorage.

KVB Anchorage.
KVC Is the anchorage (or my anchorage) safe with all winds (specify which wind, if necessary)?
KVG Good anchorage.
KVH Unsafe anchorage.
KVJ Best anchorage bears ———.
KVM Is it good holding ground?
KVP Harbor.
KVW How does the harbor bear?
KWD Do not know the anchorage.
KWF Shelter may be obtained.
KWG I know of no safe harbor.

Harbor—Channel—Anchoring—Anchor work—Bar or Shoal.

KWH Put in for shelter.
KWM Harbor or anchorage is safe with all winds.
KWN Harbor is good enough with winds from ———.
KWP Harbor or anchorage is indifferent.
KWR Do not attempt to make the harbor or anchorage.
KWV No passage.
LBC How does the entrance bear?
LBD Is the channel difficult?
LBF Is the channel buoyed?
LBG Which channel do you take?
LBH Do you know channel or passage?
LBJ There is a passage or channel bearing ———.
LBK Channel is narrow.
LBM Channel is dangerous.
LBN Channel is buoyed.
LBR Entrance bears ———.
LDF Anchor. Anchors. Anchored. Anchoring.
LDG I must come to an anchor.
LDJ I have let go my anchor.
LDM Do not anchor.
LDN I shall not anchor.
LDQ Have you anchored?
LDR Let go your anchor.
LDS Let go another anchor.
LDT Anchor where you are.
LDV When shall we anchor?
LDW Directly you get bottom, let go your anchor.
LFD Where shall we anchor?
LFJ Shall I anchor?
LFK Can we anchor with safety?
LFN You may (or we may) come to an anchor.
LFP Room to swing.
LFQ Not room to swing.
LGC Ride it out, if possible.
LGD Riding is secure.
LGF I fear I cannot hold on much longer.
LGH Do the utmost you can to insure holding on; everything will be wanted.
LGK We are in danger of parting.
LGM I have parted.
LGN Parted in the night.
LGP Should you part, endeavor to beach where people are assembled on the beach, or to the (bearing indicated).
LGQ Run on the beach.
LGR Driving or drifting.

Anchor work—Cables—Breakers—Bar or Shoal—Depth of water.

LGS We are driving.
LGT Driving. I can veer no more cable. I have no more anchors to let go.
LGV You are driving.
LHC Want (or wants) an anchor.
LHF No anchors left.
LHP Lay out an anchor.
LHT Cable–s.
LHV Bend cables.
LHW Unbend cables.
LJB Shorten in cable.
LJC Veer cable (indicate which if necessary).
LJD Want a hemp cable (indicate size in inches and length in fathoms if necessary).
LJF Want a chain-cable.
LJG Not cable enough.
LJH Ground-tackle not good enough.
LJK Ground-tackle very good.
LJR Warps. Hawsers.
LJT Drop a kedge. Bring-to with a kedge.
LJV I shall let go a kedge.
LJW Run out a warp. Will you run out a warp for me?
LKB Warp out to fair way.
LKD Slack away.
LKF Haul in the slack.
LKJ Heave away.
LKM Avast heaving.
LKN Belay.
LKP Will not hold.
LKQ Holds or holding on; will hold.
LKR Carried away.
LKS Let go.
LMB Bar or sands have shifted.
LMG Bar or entrance is dangerous.
LMN Rocks or reefs.
LMP Breakers.
LMQ Breakers, reef, rock, or shoal ahead; ahead of you.
LMR Breakers, rock, or shoal on your port bow.
LMS Breakers, rock, or shoal on your starboard bow.
LNB Reef or shoal stretches a long way out.
LNF How many feet of water do you (or vessel indicated) draw?
LNH Water is too deep.
LNJ Deepest water is near the bank, or reef.
LNK Deepest water is nearer the shore.
LNN Is there sufficient depth of water?

LNP What is the depth of water in feet at ———?
LNQ Depth of water here (or at the place indicated) is ——— feet at low-water.
LPC What sort of bottom have (or had) you?
LPH Will the soundings be a safe guide?
LPM It is not prudent to proceed without regular soundings.
LQF You may go by your soundings if you use care.
LQG Your soundings will not be a safe guide.
LQS Hard bottom.
LQT Rocky bottom. Foul ground.
LQV Sand. Sandy.
LQW Mud. Muddy.
LRB Plenty of water.
LRC Irregular soundings.
LRD Regular soundings.
LRF The or a light-s—on ———.
LRH You must keep a light burning.
LRJ Flash powder, or burn a blue-light.
LRK Keep a light at your bowsprit end.
LRM I will carry a light.
LRN I will show a light when I tack.
LRP I will show a light when I alter course.
LRS Keep a good look-out for light.
LRV I do not wish to show a light.
LRW I do not think there is any light hereabouts.
LSB There are (or it is) only vessels' lights.
LSC Hoist a light.
LSG We did not see the light.
LSJ What sort of a light is it?
LSQ How far can light be seen?
LSR Fixed light.
LST Revolving light.
LSV Flashing or intermitting light.
LTB What bearing shall I keep the light or landmark on?
LTC Keep the light between (bearing indicates) and (bearing indicated).
LTJ Buoy-s.
LTK Beacon-s.
LTM Are there any landmarks or lights?
LTP How does the buoy or mark bear?
LTQ Can you see the mark?
LVC Buoy or beacon has broken adrift, or is gone.
LVD Buoy bears ———.
LVF Beacon bears ———.
LVG I have not been able to make out the buoy.

LVH	I think I must have passed the buoy.
LVJ	Are there any alterations in the lights or marks?
LVK	I do not think marks or buoys can be in their proper positions.
LVM	Marks are all gone. There are no marks or buoys.
LVN	Buoys have just been examined; they are all right.
LWM	Unsafe to run in until ———.
MBG	Pilot–s.
MBH	Want a pilot.
MBJ	Is there a pilot to be had?
MBK	Have you a pilot on board?
MBL	Will your pilot come on to me?
MBN	Where can I get (or look for) a pilot?
MBQ	Can you pilot me in?
MBR	Am I compelled by law to have pilot?
MBS	Is it necessary, does the navigation require me, to take a pilot?
MBT	Are the pilots trustworthy?
MBV	Send me a pilot.
MCB	Pilot not necessary.
MCD	Do not try without a pilot.
MCF	You had better take a pilot at once.
MCG	I have a pilot.
MCH	Pick up my pilot. Look out for my pilot.
MCJ	I have no pilot.
MCK	I have a pilot; steer after me.
MCN	Make signal for a pilot.
MCT	I can pilot you.
MCV	I cannot pilot you.
MCW	Pilots have not come off.
MDB	Pilots cannot get off.
MDC	You will not get a pilot. Pilots not to be had.
MHT	How is the tide? What tide have we now?
MHV	When will the tide suit?
MHW	What does (or what will) the tide run?
MJB	How will the flood set?
MJC	How will the ebb set?
MJD	What is the rise and fall?
MJF	When will it be high-water?
MJG	What water do we (or shall I) have at high-water?
MJH	When will the tide flow?
MJK	When is the highest tide?
MJL	What water do we (or shall I) have at low-water?
MJP	High-water.
MJQ	Low-water.
MJR	Spring-tides.
MJS	Neap-tides.

MJT Rise and fall is about ——— feet.
MJV At high-water you will have ——— feet.
MJW At low-water you will have ——— feet.
MKG Ebb sets ———.
MKH Flood sets ———.
MKJ Ebb-tide.
MKT This tide.
MKV Next tide.
MLC Slack-water.
MLD Tide has fallen ——— feet.
MLF Wait for high-water.

GENERAL SIGNALS.

Section IX—International Code.

Approaching the land.

MPC Land.
MPD Will you make the land to-night?
MPF Had we not better run in and make the land?
MPG Shall we keep hold of the land?
MPH Can you give me a leading mark or direction for making the land hereabouts (or at place indicated)?
MQV Coast. Coast of.
MQW Is the coast bold?
MRB Are you acquainted with the coast?
MRC Not acquainted with the coast
MRD Coast is dangerous.
MRF Coast is not dangerous.
MRG Do not approach too near.
MRP How does the land bear?
MSP Stand (or haul) off.
MSR You are too close in. Keep further off.

GENERAL SIGNALS.

Section XI.

Auxiliary phrases.

PSC I (myself).
PSD I am.
PSF I am not.
PSG I was.
PSJ I was not.
PSL I have. I did.
PSM I had.
PSN I have not. I did not.
PSQ I had not.
PSR I shall.
PST I shall be.

Auxiliary phrases.

PSV I shall not.
PSW I shall not be.
PTB I can. I am able.
PTC I cannot. I am not able.
PTD I could not. I was not able.
PTF I may.
PTG I may not.
PTH I must.
PTJ If I can. If I am able.
PTK If I should.
PTL If I am unable to ———.
PTM Shall I?
PTN Can I?
PTQ You. Your. Yours.
PTR You are.
PTS You are not.
PTV You were.
PTW You were not.
PVB You have. You did.
PVC You have not. You did not.
PVD You had.
PVF You had not.
PVG You will.
PVH You will be.
PVJ You will not.
PVK You will not be.
PVL You can. You are able.
PVM You cannot. You are not able.
PVN You could not. You were not able.
PVQ You might.
PVR You might not.
PVS You ought.
PVT You ought not.
PVW You must.
PWB If you can. If you are able.
PWC If you should.
PWD If you are unable to ———.
PWF Will you–r.
PWG Can you–r.
PWH Person–s, or things, indicated is, or are.
PWJ " " " is, or are not.
PWK " " " was, or were.
PWL " " " was, or were not.
PWM " " " has or have.
PWN " " " has, or have not.
PWQ " " " had.

Auxiliary phrases.

PWR	Persons, or things, indicated had not.
PWS	" " " can, or are able to.
PWT	" " " cannot, or are not able to.
PWV	" " " will.
QBC	" " " will be.
QBD	" " " will not.
QBF	" " " could not, or were not able.
QBG	" " " might.
QBH	" " " might be.
QBJ	" " " might not.
QBK	" " " ought.
QBL	" " " ought to be.
QBM	" " " ought not.
QBN	" " " must.
QBP	" " " must be.
QBR	If person–s, or things, indicated can.
QBS	" " " should.
QBT	" " " are unable to.
QBV	Will person–s, or things, indicated?
QBW	Can " " "
QCB	We. Our. Ours. Us.
QCD	He. Him. His.
QCF	She. Her. Hers.
QCG	They. Them. Their. Theirs.
QCH	It.
QCJ	Itself. Its.
QCK	It is.
QCL	It was or it has.
QCM	It is not.
QCN	It has not.
QCP	Be. Being.
QCR	Been.
QCS	Is. Am. Are.
QCT	Is he (person indicated)?
QCV	Is my?
QCW	Is there?
QDB	There is (or are).
QDC	There was (or were).
QDF	Was. Were.
QDG	Was not. Were not.
QDH	Was he, it (or person indicated)?
QDJ	Were you?
QDK	Were we? Was I?
QDL	If.
QDM	If not.

Auxiliary phrases.

QDN Are they (or persons indicated)?
QDP Are you?
QDR Are we?
QDS Have. Has. Did.
QDT Let him (or person indicated) have.
QDV Do not let him (or person indicated) have.
QDW Have I? Did I?
QFB Have you? Did you?
QFC Have (or has) not. Did not.
QFD Had.
QFG Had not.
QFH Had you?
QFJ Will.
QFK Will it do?
QFL Will it be?
QFM Will be.
QFN Will not.
QFP Else.
QFR Which.
QFS This.
QFT That.
QFV That I.
QFW That you.
QGB A or an.
QGC Another. Some other.
QGD Any. Any person or thing.
QGF Some. Something.
QGH The.
QGJ Both.
QGK Each.
QGL Every. Every one. All.
QGM Nothing.
QGN More.
QGP Much. Many.
QGR Not so much. Less.
QGS From.
QGT On.
QGV On the ——— (date indicated).
QGW On me.
QHB On you.
QHC On (person–s indicated).
QHD With.
QHF And.
QHG For.
QHJ For me.

Auxiliary phrases.

QHK For you.
QHL For (person–s indicated).
QHM In.
QHN To.
QHP To be.
QHR Why?
QHS How?
QHT How will you?
QHV How will (person–s indicated)?
QHW How has?
QJB As.
QJC As it is.
QJD As it was.
QJF Because.
QJG Either.
QJH Or.
QJK Neither.
QJL Nor.
QJM Not. Not any.
QJN Unless.
QJP Utmost.
QJR Description.
QJS Age. Aged.
QJT How old?
QJV Oldest.
QJW Young.
QKB Youngest.
QKC Number–s.
QKD The finish. Nothing more.
QKF Quantity. Quantities.
QKG Regular–ly.
QKH Irregular–ly.
QKJ Wide.
QKL Narrow–ly–ness.
QKM Full.
QKN Empty.
QKP Light weight.
QKR Heavy weight.
QKS Very.
QKT Color.
QKV What color?
QKW Bad.
QLB Damp.
QLC Dry.
QLD Better.

Auxiliary phrases.

QLF Worse.
QLG Partly.
QLH Mixed.
QLJ Accidentally.
QLK Similar–ly.
QLM Same. As usual.
QLN Ordinarily. In an ordinary degree.
QLP Position remains unaltered.
QLR Altered. Alteration.
QLS Different.
QLT Unusual. Surprising.
QLV Useful. Serviceable.
QLW Will it answer the purpose?
QMB Useless. Unserviceable.
QMC Will not fit.
QMD Answers the purpose very well.
QMF Satisfactory.
QMG Unsatisfactory.
QNM Probable. Probability.
QNR Likely.
QNS Unlikely or improbable.
QNT Strong. Strongly.
QPC Shall or will be able.
QPD Shall or will not be able.
QPS Likely to change. Undecided.
QPT Decisive–ly.
QPV Necessary.
QPW It will be necessary.
QRB It was necessary.
QRS Cannot be done.
QRV Shall be done.
QSC Possible. Possibility.
QTG Where?
QTM When do you go?
QTV What is it? What? What is? What are?
QVJ What is the meaning—of ———?
QVL Have you sufficient?
QVS What is the matter?
QWC Will it be convenient?
RFK I intend to.
RFL It is not my intention to.
RKQ Go. Goes. To go.
RKS Do not go.
RKT Proceed. Go on. To proceed.
RLD Send. To send.

RLG Leave. To leave.
RLH Left. Left for ———.
RLJ Come. To come.
RLM Wait. To wait. Waiting.
RLN I cannot wait.
RLP Remain where you are.
RQT Ask. Enquire of.
RQV Answer or reply. Answering.
RSC Send an answer.
RSD Unfavorable.
RSF Favor–s–ed. Favorable.
RSG Should it not be favorable.
RSN Approved.
RTB You ought to.
RTC Ought not.
RTD Must.
RTG Must go.
RTJ Must not.
RTK Glad. Gladly.
RTP Doubt. Doubtful. Doubtfully.
RVM Can you prevent?
RVQ Delay. Delayed.
RVT Ready.
RWB Must be ready by.
SBR Communication by telegraph is stopped or interrupted.
SBT Telegram–s arrived from ———.
SBW Distant signal–s.
SCD Coston's night signals (American).
SCH Signal station–s. Semaphore–s.
SCV Code list.
SDG International code of signals.
SDL Signal (or I am going to signal) state of the weather outside, or at ——— (place indicated).
SDM Signal (or I am going to signal) this day's weather report from ——— (place indicated).
SDN International.
SDP I will send you a pilot.

GENERAL SIGNALS.

Section XII.—International Code.

Affirmatively.—All right.—Evasively.—Negatively.

VJB Affirmative–ly.
VJC Answered affirmatively.

Affirmatively—All right—Negatively.

VJD	Yes.
VJL	It will do very well.
VJN	Possibly. Perhaps.
VJP	Immediately.
VJR	I will if I can.
VKC	All right. All safe.
VKD	No harm done.
VKG	I am (or person indicated is) trying to do so.
VLG	Negatively. Replied in the negative.
VLJ	Cannot comply. Unable.
VLQ	Difficult.
VLR	Impracticable.
VLT	Impossible.
VMB	No.

NUMERAL AND NUMBER TABLE.

VWG to WJB.

VWG	1	WCB	29	WDR	57	WGM	85
VWH	2	WCD	30	WDS	58	WGN	86
VWJ	3	WCF	31	WDT	59	WGP	87
VWK	4	WCG	32	WDV	60	WGQ	88
VWL	5	WCH	33	WFB	61	WGR	89
VWM	6	WCJ	34	WFC	62	WGS	90
VWN	7	WCK	35	WFD	63	WGT	91
VWP	8	WCL	36	WFG	64	WGV	92
VWQ	9	WCM	37	WFH	65	WHB	93
VWR	10	WCN	38	WFJ	66	WHC	94
VWS	11	WCP	39	WFK	67	WHD	95
VWT	12	WCQ	40	WFL	68	WHF	96
WBC	13	WCR	41	WFM	69	WHG	97
WBD	14	WCS	42	WFN	70	WHJ	98
WBF	15	WCT	43	WFP	71	WHK	99
WBG	16	WCV	44	WFQ	72	WHL	100
WBH	17	WDB	45	WFR	73	WHM	200
WBJ	18	WDC	46	WFS	74	WHN	300
WBK	19	WDF	47	WFT	75	WHP	400
WBL	20	WDG	48	WFV	76	WHQ	500
WBM	21	WDH	49	WGB	77	WHR	600
WBN	22	WDJ	50	WGC	78	WHS	700
WBP	23	WDK	51	WGD	79	WHT	800
WBQ	24	WDL	52	WGF	80	WHV	900
WBR	25	WDM	53	WGH	81	WJB	1000
WBS	26	WDN	54	WGJ	82		
WBT	27	WDP	55	WGK	83		
WBV	28	WDQ	56	WGL	84		

ALPHABETICAL TABLE.

INTERNATIONAL CODE.

WST	A.	WTB	C.
WSV	B.	WTC	D.

WTD	E.
WTF	F.
WTG	G.
WTH	H.
WTJ	I.
WTK	J.
WTL	K.
WTM	L.
WTN	M.
WTP	N.
WTQ	O.
WTR	P.
WTS	Q.
WTV	R.
WVB	S.
WVC	T.
WVD	U.
WVF	V.
WVG	W.
WVH	X.
WVJ	Y.
WVK	Z.
WVL	. Finish of word, or dot between initials.

GEOGRAPHICAL SIGNALS.

BPJW	Gulf of Mexico.
BPKV	Galveston.
BPLC	Texas.
BPLG	Arkansas.
BPLH	Louisiana.
BPLR	New Orleans.
BPLV	Mobile.
BPLW	Alabama.
BPMD	Pensacola.
BPMH	Cedar Keys.
BPMT	Key West.
BPND	West Indies.
BPRC	Havana.
BPRK	St. Jago di Cuba.
BPRN	Jamaica.
BPSL	San Domingo.
BPSR	Hayti.
BPTR	St. Thomas.
BPVG	Guadaloupe.
BPWC	Barbadoes.
BQCD	Georgia.
BQCF	Savannah.
BQCJ	Charleston.
BQCM	Wilmington (N.C.)
BQCS	Cape Lookout.
BQCT	Cape Hatteras.
BQDF	Cape Henry.
BQDH	Norfolk.
BQDJ	Virginia.
BQDL	Chesapeake.
BQDM	Hampton Roads.
BQDN	Maryland.
BQDT	Ohio.
BQDW	Washington.
BQFD	Baltimore.
BQFK	Cape May.
BQFS	Philadelphia.
BQFT	Pennsylvania.
BQGC	Barnegat.
BQGD	New Jersey.
BQGF	Sandy Hook.
BQGK	New York City.
BQGL	New York.
BQGR	Long Island.
BQGT	New Haven.
BQGV	New London.
BQGW	Connecticut.
BQHF	Block Island.
BQHG	Point Judith.
BQHN	New England States.
BQJC	Cape Cod.
BQJG	Massachusetts.
BQJK	Boston Bay.
BQJV	New Hampshire.
BQKG	Portland (Me).
BQKJ	Maine.
BQMC	St. John's (N.B.)
BQMH	Bay of Fundy.

BQMV	Nova Scotia.
BQNH	Halifax.
BQPC	Pictou.
BQPH	Cape Breton.
BQPM	Sydney.
BQRN	Gulf of St. Lawrence.
BQRS	Gaspé Bay.
BQRV	Upper Canada.
BQSC	Canada.
BQSG	St. Lawrence River.
BQSW	Quebec.
BQTC	Montreal.
BQTD	Lower Canada.
BQTG	Toronto.
BQTH	Oswego.
BQTK	Lake Ontario.
BQTN	Lake Erie.
BQTS	Buffalo.
BQTV	Cleveland.
BQVC	Detroit.
BQVF	Lake Huron.
BQVK	Lake Michigan.
BQVN	Chicago.
BQVR	Lake Superior.

Additional Signals for the Coasts of the United States made with the Letters and Flags of the International Code, but not to be found in the International Code Signal Book.

The following additional signals do not appear in the International Code, but are added signals and meanings adopted for the coasts of the United States, and to be used on occasions of shipwreck, danger, or distress. The letters and flags used are the letters and flags of the International Code.

It being ascertained that the vessel has and can use the International Code, and it being desired to use any additional signals, as given in this paper, the following signals must be shown.

Very great care must be had by shipmasters, Signal Service men, and others that there shall be no mistake about these signals.

PW Have you the Official Danger, Distress, and Storm-Signal Codes, and do you know how to use them?

WT Yes; we have the Official Danger, Distress, and Storm-Signal Codes, and know how to use them.

If no signal is made in answer to the Signal PW, as given above, or it is answered that it is not understood, haul it down, show the flags BK, which means Attention! International Code, and as soon as it is answered as understood, go on signalling, using, however, *no signal not found under Part 1 of this paper or in the International Code.*

If Signal WT (given above) is made in answer to Signal PW, then any of the following signals and messages under Part 2 may be sent or exchanged.

PART 2.

JC Lookout will be kept on the beach all night. Hold on until daylight, will then send on board life-saving apparatus.

JR Endeavor to send a line by boat, cask, or spar.

LQ Beach where people are assembled, or as near there as possible.

MJ	Haul away.
NB	Make the tail-block or the end of this line fast to the lower mast, well up. If masts are gone, then to the best place you can find; then cast off the shot-line, see that all is clear; and show signal by flag or lantern to the shore.
NL	Make the hawser fast about two feet above the tail-block or hauling line, see all clear and show signal by flag or lantern to the shore.
PV	Cannot comply with last signal.

WEATHER SIGNALS AND STORM WARNINGS.

VH	Violent storm on New England coast to-morrow.
VJ	Violent storm on middle Atlantic coast to-morrow.
VK	Violent storm on south Atlantic coast to-morrow.
VL	Violent storm on Gulf coast to-morrow.
VM	Violent storm on the lakes to-morrow.
VN	Cyclone in West India moving towards the Florida coast.
VP	Cyclone in West India moving toward the Gulf coast.
VQ	Cyclone moving up the Atlantic coast; not safe to leave port.
VR	Northwest gales on the middle Atlantic and New England coasts to-morrow.
VS	Southerly gales on the New England coast to-morrow.
VT	Northwest gales on New England coast to-morrow.
VW	Northwest gales on the Gulf coast.
RD	Very severe norther in west Gulf.
RF	Easterly gales on the lakes to-morrow.
RG	Heavy snow.
RH	Snow and sleet.
RJ	Freezing weather.
RK	Fair weather.
RL	Very cold and high northwest winds.
RM	Fair weather; light winds.
RN	Light variable winds.
RP	Light southerly winds.
RQ	Light easterly winds.
RS	Light westerly winds.
RT	Light northerly winds.
RV	Light rains but no storm.
RW	What winds are expected?
SF	No change probable during next two days.
SH	Weather unsettled; changeable.
SH	Storm central in the Gulf of Mexico; will reach the Atlantic to-morrow.

SK	Storm central in lower Mississippi valley, moving eastward.
SL	Storm central in northwest moving eastward.
SM	Storm central over upper lakes; not safe to sail from north Atlantic ports.
SN	Storm on south Atlantic coast; not safe to leave northern ports.
SP	Severe storm in Saint Lawrence valley; will be followed by high northwest winds on the Atlantic coast to morrow.
SQ	Fair weather and high westerly wind to-morrow on middle Atlantic coast.
SR	Fair weather and westerly wind on New England coast to-morrow.
ST	Severe storm to-morrow on the north Pacific coast.
SV	Not safe to sail from San Francisco to-day.
SW	Storm on central Pacific coast to-morrow.
TB	Storm on south Pacific coast to-morrow.
TC	Barometer will fall rapidly to-night, with easterly gales.
TD	Barometer falling rapidly.
TF	Barometer rising rapidly.
TG	Southerly gales.
TH	Easterly gales.
TJ	Westerly gales.
TK	Northerly gales.
TM	Make safe harbor before night; dangerous winds.
TN	Do not expect fair weather.
TP	Do not sail until after next report.
TQ	Storm threatening.
TR	What are the indications for to-morrow?
TS	How is the weather south?
TV	How is the weather north?
TW	Can we sail south? Answer "Yes" or "No."
VB	Can we sail north? Answer "Yes" or "No."
VC	Can we pass Cape Hatteras before a storm? Answer "Yes" or "No."
VD	Is it safe to leave the Gulf? Answer "Yes" or "No."
VF	Can we sail from Port Eads with safety? Answer "Yes" or "No."
VG	Can we cross the Gulf? Answer "Yes" or "No."

PART 3.

When the stations are not furnished with the International Code flags, the letters of the combinations representing or standing for the messages to be signalled may be symbolized or signalled in a number of ways.

These signals apply to the International Code of Signals as well as to the Danger, Distress, and Storm Signal Codes.

DAY SIGNALS.

1st Case.

The General Service Code of the Signal Service is used in signalling the letters of the combinations standing for or representing the messages to be transmitted.

The stations being each furnished with three *red* (or colored) *flags* and three *white flags*.

The white flag represents or stands for 1.

The red (or colored) flag represents or stands for 2.

To make "B," which in the General Service Code, is 2112, show on the same halyard flags arranged in the following order from top downwards: Red, White, White, Red.

To make or symbolize "L," which in the General Service Code is 221, show on the same halyard flags, arranged in the following order from top downwards: Red, Red, White.

The following numbers of the General Service Code represent the letters of the International Code of Signals:

Letters, and numbers representing them.	Letters symbolized by flags arranged on halyards and read from top downwards.
B—2112	Red, White, White, Red.
C—121	White, Red, White.
D—222	Red, Red, Red.
F—2221	Red, Red, Red, White.
G—2211	Red, Red, White, White.
H—122	White, Red, Red.
J—1122	White, White, Red, Red.
K—2121	Red, White, Red, White.
L—221	Red, Red, White.
M—1221	White, Red, Red, White.
N—11	White, White.
P—1212	White, Red, White, Red.
Q—1211	White, Red, White, White.
R—211	Red, White, White.
S—212	Red, White, Red.
*T—21	Red, White.
V—1222	White, Red, Red, Red.
W—1121	White, White, Red, White.

* T in the General Service Code is 2, but the number 21 is used in this case in order to leave the red or colored flag available for use as the answering signal.

To signal a message by day signals, when a mast or flag-staff is available:

1st. Attract attention by hoisting a Red (or colored) flag to mast-head or top of flag-staff and lowering it alternately at intervals of ten seconds, continuing in this manner until the opposite station acknowledges the signal by hoisting and lowering a Red (or colored) flag.

2d. When the "attention" signal has been acknowledged, hoist the flags standing for, or representing, the first letter of the combination found opposite the message to be signalled, keeping these flags hoisted until the opposite station acknowledges that they are seen and understood by hoisting and lowering a Red (or colored) flag. Then lower these flags and hoist the flags standing for the second letter of the combination, and when they have been acknowledged, those standing for the third letter, &c.

3d. When all the letters of the combination have been signalled and the flags representing the last letter of the combination have been lowered, hoist a White flag to indicate that the combination is complete.

If the message to be signalled is fully expressed by the single combination thus sent, the fact that the message is complete is indicated by hoisting the White flag three times. Should two or more combinations be required to fully express the message to be signalled, the combinations will be separated by hoisting the White flag once, and when the entire message has been sent the White flag will be hoisted three times.

It will be observed that each hoist representing a letter is kept displayed until it has been acknowledged by the opposite station.

The signals for end of combination, and for end of message, are acknowledged in the same manner as any other hoist, by hoisting and lowering a Red flag.

EXAMPLES.

1st Case.

When the message is represented by a single combination of letters.

EXAMPLE:

H.
R.
G. } How shall we have the wind?

1st. Attract attention.

2d. When the "attention" signal is acknowledged, hoist the flags standing for "H" (White, Red, Red).

3d. When this hoist has been acknowledged, lower it and hoist the flags standing for "R" (Red, White, White).

4th. When this hoist has been acknowledged, lower it and hoist the flag standing for "G" (Red, Red, White, White).

5th. When this hoist has been acknowledged, lower it and hoist the White flag three times.

2d Case.

When two or more combinations are necessary.

EXAMPLE.

The wind will come from the east. This message requires two combinations.

1st. H. R. K. The wind will come from the ———.

2d. D. B. East.

To signal this message:

1st. Attract attention.

2d. When the "attention" signal has been acknowledged, hoist the flags standing for "H" (White, Red, Red).

3d. When this hoist has been acknowledged, lower it and hoist the flags standing for "R" (Red, White, White).

4th. When this hoist has been acknowledged, lower it and hoist the flags standing for "K" (Red, White, Red, White).

5th. When this hoist has been acknowledged, lower it and hoist the White flag once, thus indicating that this combination is complete.

6th. When this signal has been acknowledged, hoist the flags standfor "D" (Red, Red, Red).

7th. When this hoist has been acknowledged, lower it and hoist the flags standing for "B" (Red, White, White, Red).

8th. When this hoist has been acknowledged, hoist the White flag three times, thus indicating that the entire message has been signalled.

The receiving station should keep an accurate record of the signals as received. Thus:

1st.	Hoist	White, Red, Red,	H	Translation:
2d.	"	Red, White, White,	R	The wind will come from the
3d.	"	Red, White, Red, White,	K	———.
4th.	"	End of combination signal.		
5th.	"	Red, Red, Red,	D	Translation:
6th.	"	Red, White, White, Red,	B	East.
7th.	"	End of message signal.		

When flags of different colors are not available, the meaning of signals can be made to depend on the shapes of the objects used.

Thus, in place of the Red (or colored) flag, use a square flag or piece of cloth, such as a handkerchief, a sheet, a table-cloth, a coat, etc., and in place of the White flag, use a triangular one of any color, or a long strip or streamer of cloth, or use a round bundle of cloth, a bucket, or a hat, to represent the numeral 2, and any strip or streamer of cloth, or an oar, to represent the numeral 1.

If neither mast, flag-staff, nor pole be handy, the signals may be shown by members of the crew or signalling party holding them at arm's

length. The signals will be made from right to left; but they will be read off by the opposite station from left to right.

Night Signals.

Signals can be made at night in accordance with foregoing rules by substituting a Red (or colored) lantern for Red flag, and White lantern for White flag.

Attract attention by hoisting a Red (or colored) lantern to the mast-head or the top of the flag-staff and lowering it alternately at intervals of ten seconds, continuing in this manner until the opposite station acknowledges the signal by hoisting and lowering a Red or (colored) lantern.

When the "attention signal" has been acknowledged, hoist the lanterns standing for the first letter of the combination and proceed in the same manner as in signalling by "day signals."

When a mast or flag-staff is not available, the "attention" signal is made by displaying a Red (or colored) lantern 10 seconds, and then obscuring it for the same length of time, then displaying it again, and so on, until the opposite station acknowledges that the signal is seen and understood, by displaying a Red (or colored) lantern for a period of 10 seconds, and then obscuring it. The message will be sent in a manner similar to that explained when a mast is available, but the lanterns instead of being arranged on the halyards will be placed horizontally wherever they will be visible to the opposite station. In arranging the lanterns they will be arranged from right to left, when the person signalling is facing the opposite station. In reading, the lanterns will be read from left to right.

The end of a combination of letters will be indicated by displaying a White light, and the end of the message by displaying and obscuring the White light three times.

When only one lantern or light is available, the combination representing or standing for the letters of the International Code can be made or symbolized in the following manner: Hoist the lantern to the mast-head and dip it until the opposite station acknowledges that the signal is seen by hoisting a light. Then lower the lantern and obscure it for a few seconds, and then hoist and lower it four times. This indicates to the opposite station that but one light or lantern is available, and that the meaning of the signals made depend upon the length of time the light or lantern is exposed. The alphabetical letters are then signalled in the following manner: *To make the numeral* 1, *hoist the lantern and lower it immediately. To make the numeral* 2, *hoist the lantern, and after an interval of ten seconds*, lower and obscure it. The letters of the combination are separated by obscuring the lantern thirty seconds, and the combinations by intervals of one minute. To indicate the end of the message, hoist the lantern and leave it exposed until the opposite station acknowledges that the message has been received and under-

stood, by hoisting and lowering a lantern. Should the receiving station be unable to decipher the message, it will hoist a lantern and leave it hoisted until the sending station acknowledges that the signal is seen and understood, by lowering its lantern and then hoisting and lowering it immediately. The message will then be examined, to see that the proper letters have been sent; if not correct, the message will be corrected and then sent; if it is correct, it will be carefully repeated. If a mast is not available, the message can be sent by displaying and obscuring, at proper intervals, a light of any description, as a lantern, or a torch made by wrapping tow or any other inflammable material on a stick, care being taken to provide enough material to last during the sending of the message.

EXAMPLE.

HB. Want immediate assistance.

1st. Hoist and lower (or display and obscure) a lantern (or other light) until the opposite station acknowledges that the signal is seen, by hoisting and lowering (or displaying or obscuring) a lantern (or other light).

2d. Hoist and lower (or display and obscure) a lantern (or other light) four times, at intervals of 5 seconds.

3d. When this signal has been acknowledged, send the letters of the combination standing for the message, in their proper order.

H, 122, hoist and lower (or display and obscure) the lantern (or other light), then hoist the lantern (or display the light) and lower (or obscure) it, after an interval of 10 seconds, then hoist it again and lower it after an interval of 10 seconds; obscure the lantern (or other light) for 30 seconds to indicate the end of the first letter.

Then signal B.

B, 2112, hoist (or display) the lantern and lower (or obscure) it after an interval of 10 seconds, then hoist (or display) the lantern and instantly lower (or obscure) it; hoist (or display) the lantern and instantly lower (or obscure) it; then hoist (or display) the lantern and lower (or obscure) it after an interval of 10 seconds. Then hoist (or display) the lantern and keep it hoisted (or displayed) until the opposite station acknowledges that the message is understood, by hoisting and lowering (or displaying and obscuring) a lantern (or other light).

Another method of signalling the letters of a message when only one light is available is to make double and single flashes instead of long and short ones. The double flash standing for the numeral 2, and the single flash for the numeral 1.

Separate the elements of the numbers representing the letters by a short pause of 5 seconds, the letters themselves by a pause of 10 seconds, and the combinations, when more than one is to be used, by a pause of 20 seconds. In all other particulars proceed as in the case when long and short flashes are used.

Example.

JP. Heavy weather coming; look sharp.

1st. Attract attention by displaying and obscuring a light until the opposite station acknowledges the signal by displaying and obscuring a light.

2d. Signal the letter J.

J, 1122, single flash (pause of 5 seconds); single flash (pause of 5 seconds); double flash (pause of 5 seconds); double flash (pause of 10 seconds).

P, 1212, single flash (pause of 5 seconds); double flash (pause of 5 seconds); single flash (pause of 5 seconds); double flash. End of message signal.

In estimating the length of pauses, when a watch is not available, sufficient accuracy can be attained by counting slowly, one, two, three, four, five, &c.

When white lanterns only are available, colored lanterns may be made by covering the plain lanterns with pieces of cloth of proper colors, red, blue, &c.

The letters may be signalled using a flag attached to a signal-staff or pole, from six to twelve feet in length, and using the General-Service Code of Signals.

Instructions for using the Code.

The whole number opposite each letter stands for that letter.

Motions of Flags.

To make day signals the flagman, standing, holds in his hands the signal-staff, having a signal-flag attached to its upper extremity.

Positions and Motions.

There are one *position* and three *motions*.

The first position is with the flag held directly above the head of the flagman, the butt of the staff at the height of the waist and grasped by both hands, the hands separated from each other about eighteen inches.

To make the *first motion* or "1," the flag, being at the first position, is waved to the ground to the *right*, and instantly returned to the first position.

To make the *second motion* or "2," the flag, being at the first position, is waved to the ground to the *left*, and instantly returned to the first position.

To make the *third motion* or "3," the flag, being at the first position, is waved to the ground directly in *front* of the flagman, and instantly returned to the first position.

The "first motion" is known for the signal "one," and is indicated by the numeral "1."

The "second motion" is known for the signal "two," and is indicated by the numeral "2."

The "third motion" is known for the pause signal "front," and is indicated by the numeral "3."

When the number is a single figure but one motion of the flag, to the right or left, is required to make it.

When the letter number consists of more than one figure the motions of the flag follow each other without any pause between them. When the flag stops in the vertical position it indicates that the letter is completed. Thus to make "T," or 1, the flag is waved once to the *left*, once to the *right*, and then returned to the first position.

To make "two, two" or "22" the flag is waved without pause twice to the left (left, left), and then brought to the first position. So for any number of "twos" following each other.

To make "B" or "two, one, one, two," or "twenty-one, twelve," or "2112," the flag is waved, without pause, once to the left, twice to the right, then to the left (left, right, right, left), and then brought to the first position; that is, one "second motion," followed by two "first motions," followed by one "second motion," the flag not stopping between the motions.

To make "C" or "one, two, one," or "121," the flag is waved, without pause, once to the right, once to the left, and then to the right (right, left, right), and then brought to the first position; that is, one "first motion," followed by one "second motion," followed by a "first motion," the flag not being stopped between the motions.

To make three "fronts" or "three, three, three," or "333," the flag is waved directly to the front three times without pause, and then returned to the first position.

At the end of each letter the flag remains in the first position about two seconds, to show that the letter is finished.

To send a message.

First call "attention" by waving the flag successively from side to side, until it is seen and answered by the opposite station. The station called will answer by making 22, 22, 22, 3, the general signal for assent or affirmation, to signify that it is ready to receive the message. The communicating station then makes 22, 22, 22, 3, signifying, "I see that you are ready to receive the message," and then proceeds to send the combination standing for the message, letter by letter. A short pause is made at the end of each letter. A "front motion," or "3," is made at the end of each combination, and three "fronts," or "333," is made at the end of the message.

When the signal "333," "end of message," is made, it indicates "my communication is complete; I await your answer." The station receiving the message will, upon noticing the signal "message complete," if the message has been correctly received, immediately answer with the signal of assent, 22, 22, 22, 3. If, however, the message has not been correctly received, or is not understood, the receiving station will make the signal for "*Repeat*," "121, 121, 121, 3." The communicating station will carefully examine the message, make corrections, if any are necessary, and repeat it. In making a repetition, the sending station will always begin by making the "signal of assent," to show that the call for repeat is understood.

When, in the transmission of a message, a mistake is made, as may happen by the error of the signalist or flagman, the "error signal," "212121, 3" (21 repeated three times, without pause, followed by a "front") will be made. The sender then, beginning with the letter in which has been the error, signals it correctly, and proceeds with the message.

In signalling a message the flagman should be careful to face the opposite station directly, and to make the "front" motion in the vertical plane passing through the line joining the two stations; the "right" and "left" motions should be made in the vertical plane at right angles to the line joining the stations. If care is not taken to observe these rules, it will be difficult to distinguish the "front" motions from the "right" or "left" motions.

Night signals may be made with a flying torch attached to the end of a staff or a lantern in place of the flag, a lantern being placed at the feet as a point of reference. This second, or reference, light is necessary, as without it it would be found impossible to distinguish between the different motions.

HOMOGRAPHIC CODE.

B.....21	H.....32	N.....43	T.....54
C.....31	J.....52	P.....14	V.....16
D.....41	K.....13	Q.....24	W.....25
F.....12	L.....23	R.....34	
G.....22	M.....33	S.....44	

Homographic signals.

The disks are held at the breast, one in front of the other, touching. The following positions are made with disk, or any signal held in the hand for each figure:

To make any number, the positions for the figures of the number are made one after the other, without pauses between them.

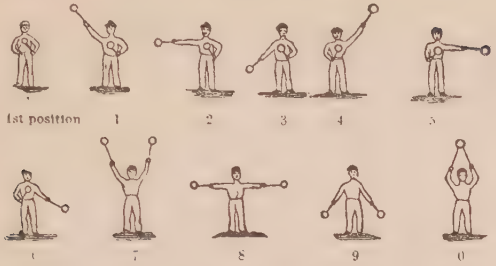
To make B, or "twenty-one" [21], make *two—one.*

To make M, "thirty-three" [33], make two *threes.*

To make J, or "fifty-two" [52], make *five—two.*

To make 15, make *one*, and then *six.*

To make 24, make *two—four*, and so on.



Signals for "error," "assent," "repeat," "recognition," "close of sentence," and "end of message," are made by using a disk with the same motions that are made for those signals with flags.

Night signals.

A red lantern fastened at the waist—a white lantern held in the hands. Same motions and positions for signals as those given in the day.

The figures for any signals in Boat Code or Naval Signal Books can be made as above.

Recording signals.

Each signal number should be taken down by the receiving station with a pencil as soon as it is seen, and afterwards translated by reference to the Code.

DISTANT SIGNALS.

As signal flags can be depended on only when their colors are distinctly visible, important opportunities of communicating at sea are often lost, because distance or haze prevents the making out of the signal.

A code of distant signals has therefore been introduced into the International Code Signal Book, with the view of supplying what is obviously a defect in the Code.

The characteristic of the Distant Signal is the ball, one ball at least appearing in every hoist of the Distant Code. With respect to the two other symbols there may be pennants or flags of any color; that is, any of the code pennants or code flags may be employed irrespective of their color.

It will be seen from the plate of distant signals that the Code has been arranged so that the combination required may be found with the least possible trouble; thus:

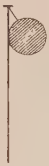
The first column contains all the combinations having the ball or balls first or uppermost in the hoist.

The second column contains all the combinations having the ball or balls second or separated in the hoist.

The third column contains all the combinations having the ball or balls last or lowermost in the hoist.

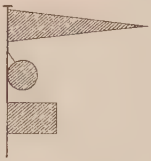
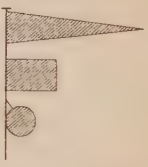
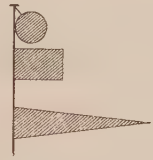
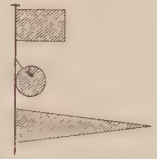
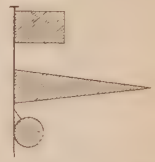
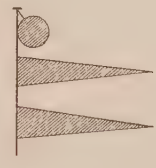
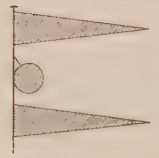
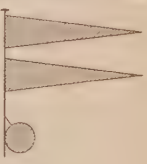
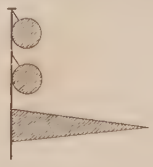
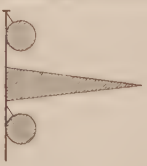
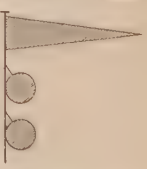
GENERAL ALPHABETICAL TABLE FOR COMPOSING DISTANT SIGNALS.

Preparatory and Answering Signal.

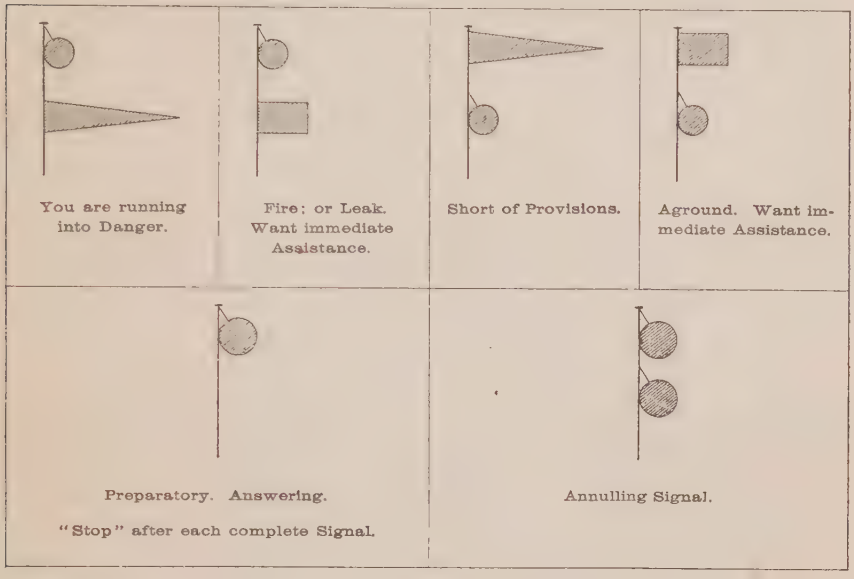


Also the "Stop" after each complete signal.

Annulling Signal, affecting the last preceding.

B	J 	Q 
C 	K 	R 
D 	L 	S 
F	M	T
G 	N 	V 
H	P	W

SIGNIFICATION OF DISTANT SIGNALS WHEN MADE SINGLY (WHICH WILL BE INDICATED BY THE "STOP" FOLLOWING EACH HOIST).



"B" Asks name of ship or Signal Station in sight.
"C" Yes.
"D" No.
"F" Repeat signal, or hoist it in a more conspicuous place.
"G" Cannot distinguish your Flags. Come nearer, or make Distant Signals.
"H" You may communicate by the semaphore, if you please.
"J" Stop or bring to. Something important to communicate.
"K" Have you any telegraph despatches for me?
"L" Want a Pilot. Can I have one?
"M" Want a Tug. Can I have one?
"N" What is the Meteorological Weather Forecast?
"P" Calls attention to Signal Station in sight.
"Q" Vessel asks for orders by telegraph from owners, Mr. ———, at ———.
"R" Report me by telegraph to my owner, Mr. ———, at ———.
"S" Send the following message by telegraph.
"T" Send the following message by signal letters through the telegraph.

BOAT SIGNALS.

The symbols to be employed are:

1. Two square flags or pieces of cloth.
2. Two wefts or strips of cloth.
3. Two balls, bundles, or hats.

By means of this all the signals of the Distant Signal Code may be made as shown below.

Example 1.

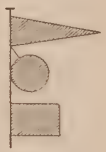
or

Signifies: "You are running into danger."

Example 2.

1

or



J

2

or

B

3

or

"Stop."

Signify: J B, "Accident; want Surgeon."

NOTE.—The signals will be made from right to left, but they will be read off by the distant observer from left to right.

COSTON'S TELEGRAPHIC NIGHT SIGNALS.

The Coston night signals have been adapted to the signals of the International Code.

In using these lights the letters of the International Code are made by burning the single or compound light corresponding to the letter. Intervals of twenty seconds will be made between the letters of any com-

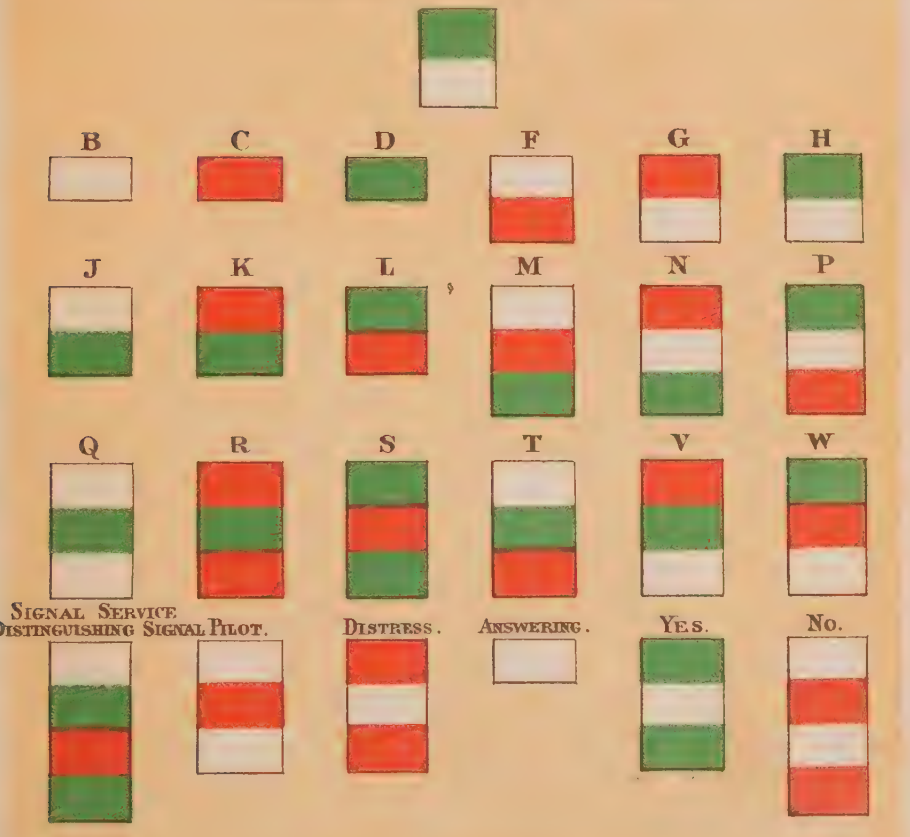
bination and intervals of one minute between the combinations, when more than one is required to signal any message.

The signal *White-Green-Red-Green* is adopted as the distinguishing night signal for the Signal Service sea-coast stations, and will always be shown from such stations in acknowledgment of a signal of distress, and will be burned whenever a wreck is discovered to notify wreck that a Signal Service station is near and that communication can be had by use of the Coston signals or other methods described in this book.

Any message contained in the International Code or Official Danger or Distress Signals can be signalled by exhibiting, in their proper order, the Coston signals corresponding to the letters of the International Code found opposite the message. The plain white light will be used as the ordinary answering signal.

COSTON'S TELEGRAPHIC NIGHT SIGNALS.

"PREPARATORY" AND "CODE SIGNAL."

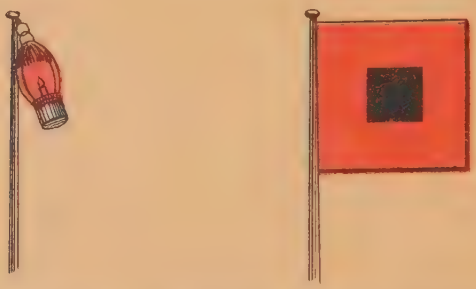


CAUTIONARY SIGNALS OF THE SIGNAL SERVICE.

The "CAUTIONARY SIGNAL," *i. e.*, a red flag with black square in the center by day, or a red light by night, calls for caution in view of an approaching storm, and is "CAUTIONARY" WITH REFERENCE TO WINDS BLOWING FROM ANY DIRECTION.

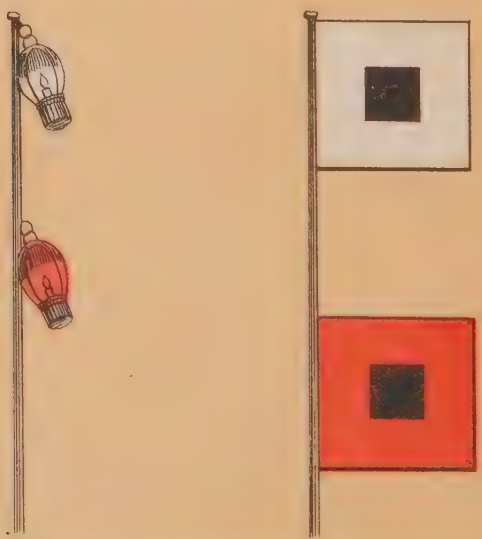
THE CAUTIONARY SIGNAL.

Cautionary against Approaching Storm, and against Winds from any direction.



THE CAUTIONARY OFF-SHORE OR NORTH-WEST SIGNAL.

Cautionary against Rough Weather, and against Winds expected to be in a Northern or Western direction.



The CAUTIONARY OFF-SHORE SIGNAL, *i. e.*, a white flag with black square in the center, shown above a red flag with black square in the

center, by day or a white light shown above a red light, by night, is "CAUTIONARY" WITH REFERENCE TO WINDS EXPECTED TO BLOW FROM A NORTHERN OR WESTERN DIRECTION, OR OFF-SHORE AT OR NEAR THE PLACE AT WHICH THE SIGNAL MAY BE.

FOR LAKE PORTS THE CAUTIONARY OFF-SHORE SIGNAL IS CALLED THE CAUTIONARY NORTHWEST SIGNAL, AND INDICATES THAT THE WIND IS EXPECTED TO BLOW FROM THE NORTH OR WEST, OR FROM DIRECTIONS BETWEEN THOSE POINTS, AT OR NEAR THE PORTS WHERE THE SIGNAL IS DISPLAYED.

All signal duty of every description will be done by officers, non-commissioned officers, or privates of the Signal Corps when any member of that service is present for duty at any signalling station. Every effort will be made to transmit any message necessary to aid the crews of vessels or the Life-Saving Service.

In showing flags or pennants as signals, each flag or pennant should be displayed at a distance equal to at least two feet more than its own length from any other flag or pennant in the same hoist.

It may sometimes happen that the ship can read signals shown on shore, but because of the carrying away of masts or from other distress, *cannot answer*. It is well, therefore, in all cases to show any important signal to the crew for a sufficient length of time, even when there is no answer. Very great care must be taken, even in this case, in using any signal of Part 2, as it may confuse the crew, and, not being found in foreign books, lead them to distrust all the other signals. As a general rule, the additional signals given under Part 2 should never be used unless it is known that the communicating vessel has this paper, or as a last resort in cases of such emergency that every chance must be taken.

Any message signalled by the International Code, as adopted or used by England, France, America, Denmark, Holland, Sweden and Norway, Russia, Greece, Italy, Germany, Austria, Spain, Portugal, and Brazil, received at these telegraphic Signal Stations, will be transmitted and delivered to the address on payment, either at the station or at place to which addressed, of the telegraphic charge. All messages received from or addressed to the War, Navy, Treasury, State, Interior, or other official department at Washington will be telegraphed without charge.

Ships' official numbers, shown and recognized at stations thus designated, are reported to Washington by telegraph.

The Signal-Service flag—a square white flag with red center—flown below the United States national colors, indicates a full signal station connecting by telegraph, but not a Life-Saving Station.

General messages to be telegraphed will be taken only at stations flying the American flag with the Distinctive "Signal-Service Flag."

The Distinctive Signal-Service flag flown ALONE indicates a United States Signal Service station, not necessarily, however, connecting by telegraph.

The following are published for the information of all concerned:

"The Secretary of War shall provide, in the system of observations and reports in charge of the Chief Signal Officer of the Army, for such stations, reports and signals as may be found necessary for the benefit of agriculture and commercial interests. (Stat. at Large, sec. 222, page 35.)

"The Secretary of War is authorized to establish signal stations at light-houses, and at such of the life-saving stations on the lake or sea-coast as may be suitably located for that purpose, and to connect the same with such points as may be necessary for the proper discharge of the Signal Service by means of a suitable telegraph line in cases where no telegraph lines are in operation, to be constructed, maintained, and worked under the direction of the Chief Signal Officer of the Army, or the Secretary of War and the Secretary of the Treasury; and the use of the life saving stations as signal stations shall be subject to such regulations as may be agreed upon by said officials." (Stat. at Large, sec. 223, page 35.)

The Chief Signal Officer, under the direction of the Secretary of War, is charged with and responsible for the character and condition of electric lines and instruments, semaphores, signals, equipments, and apparatus, codes, &c., for all official Coast Signal Service on the coasts of the United States, and for instructions for their use.

Communication may be addressed, officially, to this office at any time by any party desiring explanation or information on these subjects.

The suggestion of additional "danger and distress" signals is requested.

Table showing location of United States Signal-Service Stations on the Atlantic and Gulf coasts.

Station.	State.	Location of office.
Eastport	Me	Custom-house building, N.W. cor. Washington and Water streets.
Rockland	Me	
Deer Isle	Me	
Boothbay	Me	
Portland	Me	Custom-house building, cor. Pearl and Force streets.
Portsmouth	N. H.	
Newburyport	Mass.	
Gloucester	Mass.	
Thatcher's Island	Mass.	Signal-Service building, central part of the island.
Marblehead	Mass.	
Lynn	Mass.	
Boston	Mass	Equitable building, cor. Milk and Devonshire streets.
Provincetown	Mass	
Highland Light	Mass.	
Chatham	Mass	
Hyannis	Mass.	
Wood's Holl	Mass.	Fish building.
New Bedford	Mass.	
Fall River	Mass.	
Newport	R. I.	Custom-house, SE. cor. Thames and Franklin streets.
Point Judith	R. I.	
Narragansett Pier	R. I.	
SE. Light, Block Island	R. I.	
New Shoreham	R. I.	
Stonington	Conn.	
New London	Conn.	Custom-house, Bank street.
New Haven	Conn.	Insurance building, 370 Chapel street.
New Haven Light	Conn.	
New York	N. Y.	Equitable building, 120 Broadway.
City Island	N. Y.	
Sandy Hook	N. J.	Building of the Atlantic and Pacific Telegraph Company.
Manasquan	N. J.	
Barnegat	N. J.	Life-Saving Station, No. 17.
Little Egg Harbor	N. J.	
Atlantic City	N. J.	Apsley Cottage, Rhode Island avenue.
Cape May	N. J.	Block A, lot 27, Beach avenue, Cape May Point.
Delaware Breakwater	Del.	Second building from W N W. extremity of Del. Breakwater.
Baltimore	Md.	Corner South and Water streets.
Chincoteague	Va.	Life-Saving Station, No. 7, Assateague Beach.
Cape Henry	Va.	New building, 150 feet E. of light-house keeper's residence.
Fort Monroe	Va.	
Norfolk	Va.	Corner Main and Gray streets.
Life-Saving Station No. 6	N. C.	
Kittyhawk	N. C.	Life-Saving Station, No. 12.
Portsmouth	N. C.	U. S. Marine Hospital building.
Hatteras	N. C.	First floor of assistant light-house keeper's dwelling.
Cape Lookout	N. C.	Light-house keeper's dwelling.
Fort Macon	N. C.	
Sloop Point	N. C.	
Wilmington	N. C.	Northwest cor. Front and Princess streets.
Smithville	N. C.	Officer's quarters, Fort Johnston.
New River Inlet	N. C.	Observatory of Dr. E. W. Ward's dwelling.
Charleston	S. C.	Corner of East Bay and Broad streets.
Port Royal	S. C.	
Savannah	Ga.	Commercial building, cor. Bay and Drayton streets.
Tybee Island	Ga.	
Brunswick	Ga.	
Fernandina	Fla.	
Jacksonville	Fla.	Freedman's Bank building, SW. cor. Pine and Forsyth streets.
Saint Augustine	Fla.	
Fort George Island	Fla.	
Key West	Fla.	Louvre Hotel, Front street.
Punta Rassa	Fla.	International Ocean Telegraph Company's building.
Cedar Keys	Fla.	Roger's building, NW. cor. Second and C streets.
Pensacola	Fla.	Southwest cor. Palafox and Saragossa streets.
Mobile	Ala.	Southeast cor. Government and Royal streets.
Fort Morgan	Ala.	
New Orleans	La.	Custom-house building.
Port Eads	La.	
Galveston	Tex.	Custom-house building, Mechanic street.
Indianola	Tex.	Schultz building, Main street.

LIFE-SAVING DISTRICTS AND STATIONS ON THE COAST OF THE UNITED STATES.

FIRST DISTRICT.

EMBRACING COASTS OF MAINE AND NEW HAMPSHIRE.

Name of station.	State.	Locality.	Approximate position.* Latitude, north.	Approximate position.* Longitude, west.
			° ′ ″	° ′ ″
Quoddy Head	Me	Carrying Point Cove	44 48 30	66 58 30
Cross Island	Me	Off Machiasport	44 37 00	67 16 20
Crumple Island	Me	Off Jonesborough	44 28 30	67 37 00
Cranberry Isles	Me	Off Mount Desert, Little Cranberry Island	44 15 30	68 12 30
White Head	Me	On White Head Island, near light	43 58 40	69 07 40
Fletcher's Neck	Me	Biddeford Pool, Fletcher's Neck	43 26 32	70 21 20
Rye Beach	N. H	Rye Beach	42 59 30	70 45 00
Hunniwell's Beach				

SECOND DISTRICT.

EMBRACING COAST OF MASSACHUSETTS.

Plum Island	Mass	Near mouth of Merrimac River	42 47 05	70 48 41
Davis' Neck	Mass	Near Annisquam light	42 40 00	70 41 00
Fourth Cliff	Mass	South end of fourth cliff, Scituate	42 09 30	70 12 30
Gurnett's	Mass	8 miles northeast of Plymouth	42 00 10	70 35 50
Manomet Point	Mass	7 miles southeast of Plymouth	41 55 30	70 32 20
Race Point	Mass	⅝ mile northeast of Race Point light, Cape Cod.	42 04 10	70 14 00
Peaked Hill Bar	Mass	2¾ miles northeast of Provincetown, Cape Cod.	42 04 30	70 09 00
High Head	Mass	3 miles north of Highland light	42 03 45	70 06 30
Highlands	Mass	⅞ mile northwest of light, Cape Cod	42 03 00	70 04 00
Parmet River	Mass	3½ miles south of Highland light	42 00 00	70 01 00
Cahoon's Hollow	Mass	2⅝ miles east of Wellfleet	41 57 30	70 00 00
Nausett	Mass	1¾ miles south of lights	41 50 30	69 58 20
Orleans	Mass	Abreast of Ponchet Island	41 45 30	69 56 00
Chatham	Mass	2 miles north of Chatham light	41 43 30	69 55 45
Monomoy	Mass	2 miles north of Monomoy light	41 35 15	69 59 15
Surfside	Mass	2½ miles south of the town of Nantucket	41 14 30	70 04 00
Muskeget	Mass	About midway of Muskeget Island	41 20 00	70 19 30
Coskata				

THIRD DISTRICT.

EMBRACING COASTS OF RHODE ISLAND AND LONG ISLAND.

Narragansett Pier	R. I	Northern part of the town	41 26 00	71 27 20
Point Judith	R. I	Near light	41 21 40	71 29 45
Watch Hill	R. I	Near light	41 18 15	71 51 30
New Shoreham	R. I	Block Island, east side, near landing	41 10 15	71 33 30
Block Island	R. I	Block Island, west side, near Dickens Point.	41 09 40	71 36 45
Montauk Point	N. Y	At the light	41 04 00	71 51 30
Ditch Plain	N. Y	3 miles southwest of Montauk light	41 02 15	71 54 30
Hither Plain	N. Y	¼ mile southwest of Fort Pond	41 01 20	71 57 30
Napeague	N. Y	Abreast Napeague Harbor	40 59 45	72 02 30
Amagansett	N. Y	Abreast of the village	40 58 00	72 07 40
Georgica	N. Y	1 mile south of village of East Hampton	40 56 35	72 11 45
Mecox	N. Y	2 miles south of the village of Bridgehampton.	40 54 10	72 18 00

*Obtained from latest Coast Survey charts.

THIRD DISTRICT—Continued.

Name of station.	State.	Locality.	Approximate position.* Latitude, north.	Longitude, west.
			° ′ ″	° ′ ″
Southampton	N. Y.	⅓ mile south of the village	40 52 10	72 23 45
Shinnecock	N. Y.	3 miles from the head of Shinnecock Bay	40 50 40	72 27 50
Tiana	N. Y.	4 miles east of Quogue	40 49 35	72 31 35
Quogue	N. Y.	½ mile south of the village	40 48 20	72 36 00
Petunk	N. Y.	1½ miles southwest of Petunk village	40 47 25	72 39 25
Moriches	N. Y.	2½ miles southwest of Speonk village	40 46 25	72 43 15
Forge River	N. Y.	3½ miles south of Moriches	40 44 50	72 49 00
Smith's Point	N. Y.	Abreast of the point	40 43 50	72 52 40
Bellport	N. Y.	4 miles south of the village	40 42 45	72 56 00
Blue Point	N. Y.	4½ miles south of Patchogue	40 40 40	73 01 30
Lone Hill	N. Y.	4½ miles south of Sayville	40 39 45	73 04 30
Point of Woods	N. Y.	5 miles south of Islip	40 38 55	73 08 40
Fire Island	N. Y.	East side of Fire Island Inlet	40 37 50	73 13 30
Oak Island	N. Y.	East end of Oak Island	40 38 15	73 17 50
Gilgo	N. Y.	West end of Oak Island	40 37 20	73 22 30
Jones' Beach	N. Y.	East end of Jones' Beach	40 36 30	73 26 10
Zach's Inlet	N. Y.	West end of Jones' Beach	40 36 10	73 29 00
Short Beach	N. Y.	½ mile east of Jones' Inlet	40 35 30	73 31 30
Point Lookout	N. Y.	2 miles west of New Inlet	40 35 20	73 36 00
Long Beach	N. Y.	Near Lucy's Inlet	40 35 00	73 40 00
Far Rockaway	N. Y.	Noar Hog Island Inlet	40 35 30	73 44 00
Rockaway	N. Y.	Near the village of Rockaway	40 35 25	73 47 10
Rockaway Point	N. Y.	West end of Rockaway Beach	40 34 15	73 51 30
Coney Island	N. Y.	Manhattan Beach	40 34 20	73 56 30
Eaton's Neck	N. Y.	East side entrance to Huntington Bay, Long Island Sound.	40 57 00	73 24 00

FOURTH DISTRICT.

EMBRACING COAST OF NEW JERSEY.

Sandy Hook	N. J.	East of main light	40 27 40	74 00 00
Spermaceti Cove	N. J.	East of the upper end of cove	40 25 30	73 59 15
Seabright	N. J.	About a mile south of Navesink light	40 22 45	73 58 40
Monmouth Beach	N. J.	About a mile south of Seabright	40 20 30	73 58 40
Long Branch	N. J.	Near Green's Pond	40 16 35	73 59 15
Deal	N. J.	North of Asbury Park	40 14 00	74 00 00
Shark River	N. J.	Near the mouth of Shark River	40 11 25	74 00 45
Spring Lake	N. J.	2½ miles below Shark River	40 09 20	74 01 20
Squan Beach	N. J.	1 mile southeast of Squan village	40 06 50	74 02 10
Bay Head	N. J.	At the head of Barnegat Bay	40 04 00	74 02 50
Mantoloking	N. J.	2½ miles below the head of Barnegat Bay	40 01 40	74 03 30
Chadwick's	N. J.	5 miles below the head of Barnegat Bay	39 59 10	74 04 00
Tom's River	N. J.	On the beach abreast mouth Tom's River	39 56 15	74 04 30
Island Beach	N. J.	1½ miles south of Seaside Park	39 53 45	74 05 00
Cedar Creek	N. J.	5⅜ miles north of Barnegat Inlet	39 51 15	74 05 20
Forked River	N. J.	North side of Barnegat Inlet	39 48 20	74 05 40
Barnegat	N. J.	South side of Barnegat Inlet	39 45 40	74 06 15
Loveladies Island	N. J.	On the beach abreast of the islands	39 44 00	74 07 20
Harvey's Cedars	N. J.	5½ miles south of Barnegat Inlet	39 41 15	74 08 30
Ship Bottom	N. J.	Midway of Long Beach	39 38 10	74 11 00
Long Beach	N. J.	1⅜ miles north of Beach Haven	39 35 00	74 13 20
Bond's	N. J.	2½ miles south of Beach Haven	59 32 00	74 15 10
Little Egg	N. J.	Near the light north of inlet	39 30 00	74 17 30
Little Beach	N. J.	South side of Little Egg Inlet	39 27 20	74 19 30
Brigantine	N. J.	5½ miles above Absecom light	39 25 20	74 20 20
Atlantic City	N. J.	At Absecom light	39 22 00	74 24 30
Absecom	N. J.	3 miles below Absecom light	39 20 30	74 27 30
Great Egg	N. J.	6 miles below Absecom light	39 19 00	74 31 00
Ocean City	N. J.	South side of the inlet	39 17 15	74 33 45
Peck's Beach	N. J.	3½ miles above Corson's Inlet	39 14 45	74 37 00
Corson's Inlet	N. J.	Near the inlet, north side	39 13 00	74 38 30
Sea Isle City	N. J.	3¼ miles above Townsend's Inlet	39 09 45	74 41 00
Townsend's Inlet	N. J.	Near the inlet, north side	39 07 30	74 42 40
Tatham's	N. J.	3½ miles above Hereford Inlet	39 03 35	74 45 15
Hereford Inlet	N. J.	Near Hereford light	39 00 15	74 47 30
Holly Beach	N. J.	6 miles above Cape Island City	38 58 40	74 50 00
Turtle Gut	N. J.	4 miles above Cape Island City	38 57 10	74 51 20
Cold Spring	N. J.	2 miles above Cape Island City	38 56 00	74 54 00
Cape May	N. J.	Near the light	38 55 30	74 57 45
Bay Shore	N. J.	2½ miles west of Cape Island City	38 56 30	74 58 20
South Brigantine				

*Obtained from latest Coast Survey charts.

FIFTH DISTRICT.

EMBRACING COAST BETWEEN CAPE HENLOPEN AND CAPE CHARLES.

Name of station.	State.	Locality.	Approximate position.* Latitude, north.	Longitude, west.
			° ′ ″	° ′ ″
Cape Henlopen	Del	⅞ mile southerly from Cape Henlopen light	38 46 00	75 05 45
Rehoboth Beach	Del	Opposite north end of Rehoboth Bay	38 37 30	75 04 00
Indian River Inlet	Del	North side of inlet	38 36 40	75 03 30
Ocean City	Md	Just north of village	38 20 00	75 05 50
Green Run Inlet	Md	North side of inlet	38 04 30	75 12 40
Pope's Island	Md	2 miles south of Green Run Inlet	38 01 30	75 15 00
Assateague Beach	Va	1½ miles south of Assateague light	37 53 40	75 21 30
Watchapreague	Va	South end of Cedar Island	37 35 30	75 36 40
Hog Island	Va	South end of Hog Island	37 22 30	75 41 00
Cobb's Island	Va	South end of Cobb's Island	37 17 20	75 46 15
Smith's Island	Va	South end of Smith's Island	37 07 00	75 53 00
Parramore's Beach				
Lewes				
North Beach				
Wallop's Beach				

SIXTH DISTRICT.

EMBRACING COAST BETWEEN CAPE HENRY AND CAPE FEAR.

Cape Henry	Va	About ⅜ mile southeast of Cape Henry light	36 55 10	75 59 50
Seatack	Va	About 5½ miles south of Cape Henry light	36 51 00	75 58 00
Dam Neck Mills	Va	About 10 miles south of Cape Henry light	36 47 15	75 57 20
Little Island	Va	On beach abreast of North Bay	36 41 30	75 55 00
False Cape	Va	On beach abreast of Back Bay	36 36 00	75 53 00
Wash Woods	N. C	On beach abreast of Knott's Island	36 32 00	75 52 00
Currituck Inlet	N. C	About 5½ miles north of Currituck Beach light.	36 27 20	75 51 00
Whale's Head	N. C	About ⅞ mile north of Currituck Beach light.	36 23 00	75 50 00
Poyner's Hill	N. C	About 5½ miles south of Currituck Beach light.	36 18 00	75 48 00
Caffey's Inlet	N. C	About 10½ miles south of Currituck Beach light.	36 13 30	75 46 30
Paul Gamiel's Hill	N. C	About 5 miles north of Kitty Hawk	36 08 15	75 44 00
Kitty Hawk	N. C	On the beach abreast of north end of Kitty Hawk Bay.	36 03 45	75 41 00
Kill Devil Hills	N. C	About 4¼ miles south of Kitty Hawk	36 00 15	75 39 00
Nag's Head	N. C	8 miles north of Oregon Inlet	35 56 00	75 36 30
Bodie's Island	N. C	⅞ mile northeast of Bodie's Island light	35 50 00	75 33 00
Oregon Inlet	N. C	½ mile south of Oregon Inlet	35 47 30	75 32 00
Pea Island	N. C	About 2 miles north of New Inlet	35 43 00	75 29 30
New Inlet	N. C	½ mile south of New Inlet	35 41 00	75 29 00
Chicomicomico	N. C	5 miles south of New Inlet	35 37 00	75 28 00
Gull Shoal	N. C	About 11 miles south of New Inlet	35 30 00	75 28 30
Little Kinnakeet	N. C	About 11 miles north of Cape Hatteras light.	35 25 00	75 29 00
Big Kinnakeet	N. C	5½ miles north of Cape Hatteras light	35 20 00	75 30 00
Cape Hatteras	N. C	1 mile south of light	35 14 20	75 31 30
Creed's Hill	N. C	4 miles west of Cape Hatteras light	35 14 30	75 35 00
Durant's	N. C	3 miles east of Hatteras Inlet	35 12 45	75 40 20
Ocracoke	N. C	2½ miles west of Hatteras Inlet	35 10 45	75 46 30
Cape Fear	N. C	On Smith's Island, Cape Fear	33 50 30	77 57 30

SEVENTH DISTRICT.

EASTERN COAST OF FLORIDA AND COAST OF GEORGIA AND SOUTH CAROLINA.

Indian River	Fla	15 miles north of Indian River Inlet	27 41 30	80 24 00
Gilbert's Bar	Fla	Saint Lucie Rocks, north side Saint Lucie Inlet.	27 13 00	80 12 00
Orange Grove	Fla	Southern end Lake Worth, 27 miles south of Jupiter Inlet.	26 32 20	80 03 00
Fort Lauderdale	Fla	7 miles north of New River Inlet	26 08 30	80 06 00
Biscayne Bay	Fla	6 miles north of Boca Rattones, Narrows Cut.	25 50 00	80 08 00

*Obtained from latest Coast Survey charts.

EIGHTH DISTRICT.

EMBRACING GULF COAST OF UNITED STATES.

Name of station.	State.	Locality.	Approximate position.*	
			Latitude, north.	Longitude, west.
			° ′ ″	° ′ ″
Sabine Pass	Tex	East side of Pass	29 12 00	93 50 00
San Luis	Tex	West end Galveston Island	29 07 00	95 06 00
Saluria	Tex	Northeast end Matagorda Island	28 23 00	96 25 00
Aransas	Tex	Northeast end Mustang Island	27 50 00	97 04 00
Brazos	Tex	North end Brazos Island, entrance to Brazos Santiago.	26 03 00	97 09 00

NINTH DISTRICT.

EMBRACING LAKES ERIE AND ONTARIO.

Big Sandy	N. Y	North side of mouth of Big Sandy Creek, Lake Ontario.		
Salmon Creek	N. Y	East side of mouth of Salmon Creek, Lake Ontario.		
Oswego	N. Y	Entrance of Oswego Harbor, Lake Ontario.		
Charlotte	N. Y	Entrance of Charlotte Harbor, Lake Ontario.		
Buffalo	N Y	Entrance of Buffalo Harbor, Lake Erie		
Erie	Pa	Entrance of Erie Harbor, Lake Erie		
Fairport	Ohio	Entrance of Fairport Harbor, Lake Erie		
Cleveland	Ohio	Entrance of Cleveland Harbor, Lake Erie		
Point Marblehead	Ohio	Point Marblehead, near Quarry Docks, Lake Erie.		
Louisville	Ky	Falls of the Ohio River, Louisville, Ky		

TENTH DISTRICT.

EMBRACING LAKES HURON AND SUPERIOR.

Sand Beach	Mich	Inside the harbor, Lake Huron		
Point aux Barques	Mich	Near light, Lake Huron		
Grindstone City	Mich	1 mile northwest of city, Lake Huron		
Ottawa Point (Tawas)	Mich	Near light, Lake Huron		
Sturgeon Point	Mich	Near light, Lake Huron		
Thunder Bay Island	Mich	Near light, Lake Huron		
Middle Island	Mich	North end of Middle Island, Lake Huron		
Hammond's Bay	Mich	Hammond's Bay, Lake Huron		
Vermillion Point	Mich	10 miles west of White Fish Point, Lake Superior.		
Crisp's	Mich	16 miles west of White Fish Point, Lake Superior.		
Two Heart River	Mich	Near mouth of Two Heart River, Lake Superior.		
Muskallonge Lake	Mich	Near mouth of Sucker River, Lake Superior.		

ELEVENTH DISTRICT.

LAKE MICHIGAN.

Beaver Island	Mich	Near light		
North Manitou Island	Mich	Near Pickard's wharf		
Point Betsy	Mich	Near light		
Manistee	Mich	In the harbor		
Grand Point au Sable	Mich	Near light		
Ludington	Mich	In the harbor		
Muskegon	Mich	In the harbor at Port Sherman		
Grand Haven	Mich	Entrance of harbor		

*Obtained from latest Coast Survey charts.

ELEVENTH DISTRICT—Continued.

Name of station.	State.	Locality.	Approximate position.*	
			Latitude, north.	Longitude, west.
			° ′ ″	° ′ ″
Saint Joseph	Mich	In the harbor		
Chicago	Ill	In the harbor		
Evanston	Ill	Evanston, Ill., on Northwestern University grounds.		
Kenosha	Wis	In the harbor on Washington Island		
Racine	Wis	In the harbor		
Milwaukee	Wis	Near entrance of harbor		
Sheboygan	Wis	Entrance of harbor		
Two Rivers	Wis	Entrance of harbor		

TWELFTH DISTRICT.

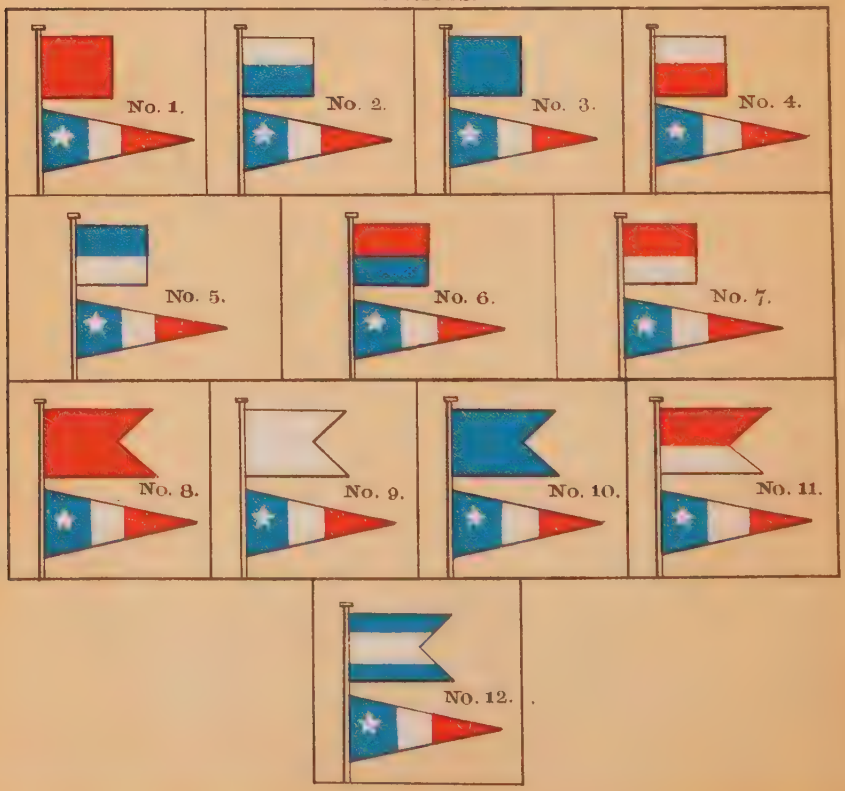
PACIFIC COAST.

Neah Bay	Wash. Ter.	On Indian reservation	48 22 00	124 40 00
Shoalwater Bay	Wash. Ter.	Near light-house boat-landing	46 42 30	124 03 00
Cape Disappointment	Wash. Ter.	Baker's Bay	46 16 45	124 03 00
Cape Arago	Oreg	Coos Bay, near light	43 20 00	124 22 00
Humboldt Bay	Cal	Near light	40 47 00	124 13 00
Bolinas Bay	Cal	1¾ miles north-northeast of Bolinas Point	37 54 00	122 41 00
Golden Gate Park	Cal	On beach in Golden Gate Park, San Francisco.	37 46 00	122 30 30

* Obtained from latest Coast Survey charts.

Color and form of flags, as shown below, indicate number of districts.

DISTRICTS.



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MARINE NIGHT SIGNALS.

The following system of Marine Night Signals, prepared by Messrs. Baker & Roberts, of Providence, R. I., is published for the information of all concerned:

The system herein described for producing Marine Night Signals, according to the established International or other codes, is the result of long and patient thought and study on the part of practical seamen who have felt and realized the great necessity of a simple, easily-worked method of making use at night of the established Code of Signals for effecting communication between different ships or between the ships and the shore.

It consists in the use, in accordance with the requirements and provisions either of the International or any other selected Code, of three lights—namely, white, green, and red—which, by their combinations as hereinafter described, are made to represent each and all of the Two, Three, and Four flag Signals of the International Code; and also, by means of an Alphabetical Code in which the vowel letters omitted from the International Code are supplied, to furnish Signals for the Alphabet complete, by which means any words or sentences whatever may be spelled out.

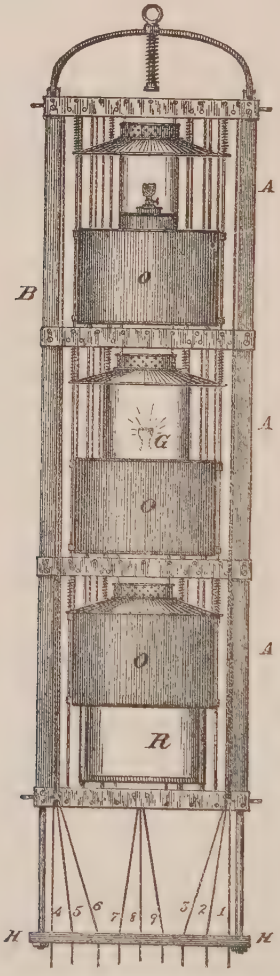
THE THREE-LIGHT SIGNALLING APPARATUS.

The effective use of the system is made easy of accomplishment by means of a simple apparatus, illustrated in the accompanying Fig. 1, which consists of three separate white lights or lanterns (A, A, A) arranged in a suitable frame (B), each light being provided with two shades—namely, Green (G) and Red (R)—also an obscuring screen (O). To each shade is attached a pulley line, adapted to draw it up around or over the light, and thus change its color to Green or Red. The lines (1, 2, 3) attached to the Green shades (G, G) are all carried to the right-hand side of a separating bar (H), and those (4, 5, 6) for the Red (R, R, R) to the left-hand side of the same bar; the outside line on each side being led from the upper light, the central lines from the middle light, and the inside ones from the lower light. The lines (7, 8, 9) operating the obscuring screens (O, O, O) are carried through the middle of the separating bar (H), and are united below it in one cord, which is attached to a pedal or stirrup, so as to be worked by means of the foot.

HOW TO WORK THE THREE-LIGHT APPARATUS.

The apparatus is operated as follows: To make the letter B, press down the pedal and thus obscure all the lights, and then haul down the middle line (2) on the right-hand side and the inside (6) one on the left; now drop the dark screens (O, O, O), and a White, Green, and Red light will be displayed, which is the signal representing the letter B. Again, to make the letter E, obscure all the lights as above, and haul down the outside left-hand line (1) and the central and inside right-hand lines (2, 3); then drop the dark screens (O, O, O), and you will display top light Red, middle and lower lights Green, which is the signal represent-

Fig. 1.



THE BAKER & ROBERTS
THREE-LIGHT MARINE SIGNALLING APPARATUS.

ing E. To make the letter Y, obscure the lights, and with the right-hand haul on the outside right-hand line (1), and with the left hand hold the two lines (8, 9) controlling the centre and lower obscuring screens above the separating bar (H); now raise the foot so as to release the remaining obscuring line (7), and you will display a single Green light, which is the symbol for the letter Y.

THE SINGLE-LIGHT DISTANT SIGNAL APPARATUS.

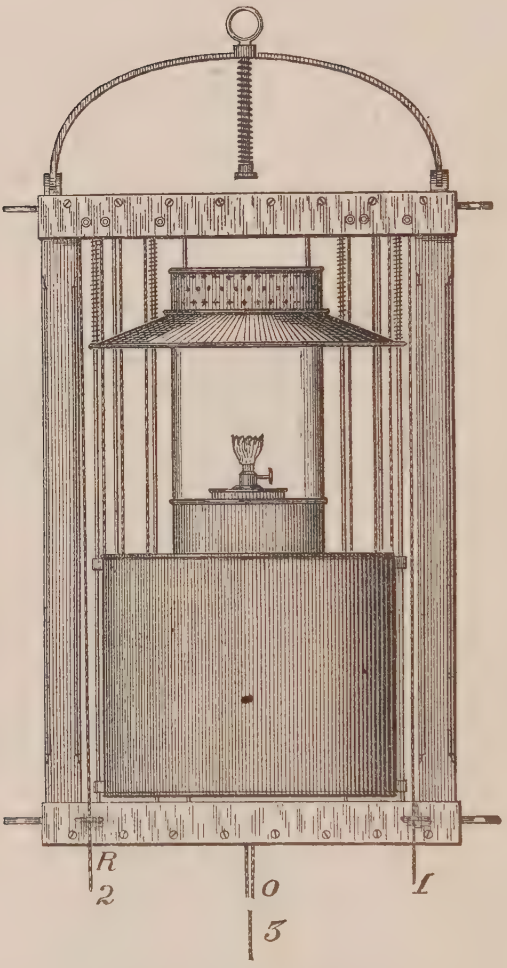
The distant signal apparatus is illustrated in Fig. 2. It has but one light secured in a frame and is provided with two colored shades, namely Green and Red, and an obscuring screen (O). It is worked when aloft by means of three lines (1, 2, 3) attached to the shades and extending therefrom to the deck. The Green line 1 is arranged to be held in the right hand, the Red 2, in the left, and the line 3, from the obscuring screen, is attached to a stirrup to be worked by the foot.

HOW TO WORK THE SINGLE-LIGHT APPARATUS.

The Symbols are made by flashes with this single light, as follows:

To make the letter B, after the light has been obscured, pause a moment; then give a white flash by dropping the obscuring screen (O); then obscure the light again, and by hauling on the right-hand line 1, raise the Green shade (G), then drop the obscuring screen (O), and a Green flash is produced; now obscure the light again, let down the shade held in the right hand and pull the line 2 in the left; then drop the dark screen (O), and a Red flash is produced, completing the White, Green, and Red signals representing the letter B. Now, to separate this letter from the next, obscure the light: drop the Red shade; haul up the Green and produce three quick Green flashes by lifting the obscuring screen three times in succession, keeping it up the last time until the shades are placed in position to make the first symbol in the next letter and to give the short interval required between each letter.

Fig. 2.



The Baker & Roberts
Single-Light or Distant Signal Apparatus

THE IMPROVED NIGHT SIGNALS.

HOW MADE.

The Attention Signal is made by constantly and rapidly changing the lights from White to Green and White to Red, a Distinguishing Signal being shown at intervals to denote for whom the Signal is intended.

THE DISTINGUISHING SIGNALS ARE:

I.....3 WHITE lights to Vessels.

II..... 3 GREEN lights, to the Shore or Signal Station.

III.....3 RED lights, Urgent, Danger, or Distress.

THE PARTICULAR CODE OF SIGNALS TO BE USED ARE INDICATED AS FOLLOWS:

I. The Universal Code Signal by WHITE and GREEN flashes.

II. The Alphabetical and Numeral by WHITE and RED flashes.

III. The finishing Signal by GREEN and RED flashes.

THE ANSWERING SIGNALS ARE:

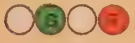
I.....1 WHITE light—"I see your signal."

II.....1 GREEN light—"I understand, proceed."

III.....1 RED light—"I do not understand, repeat."

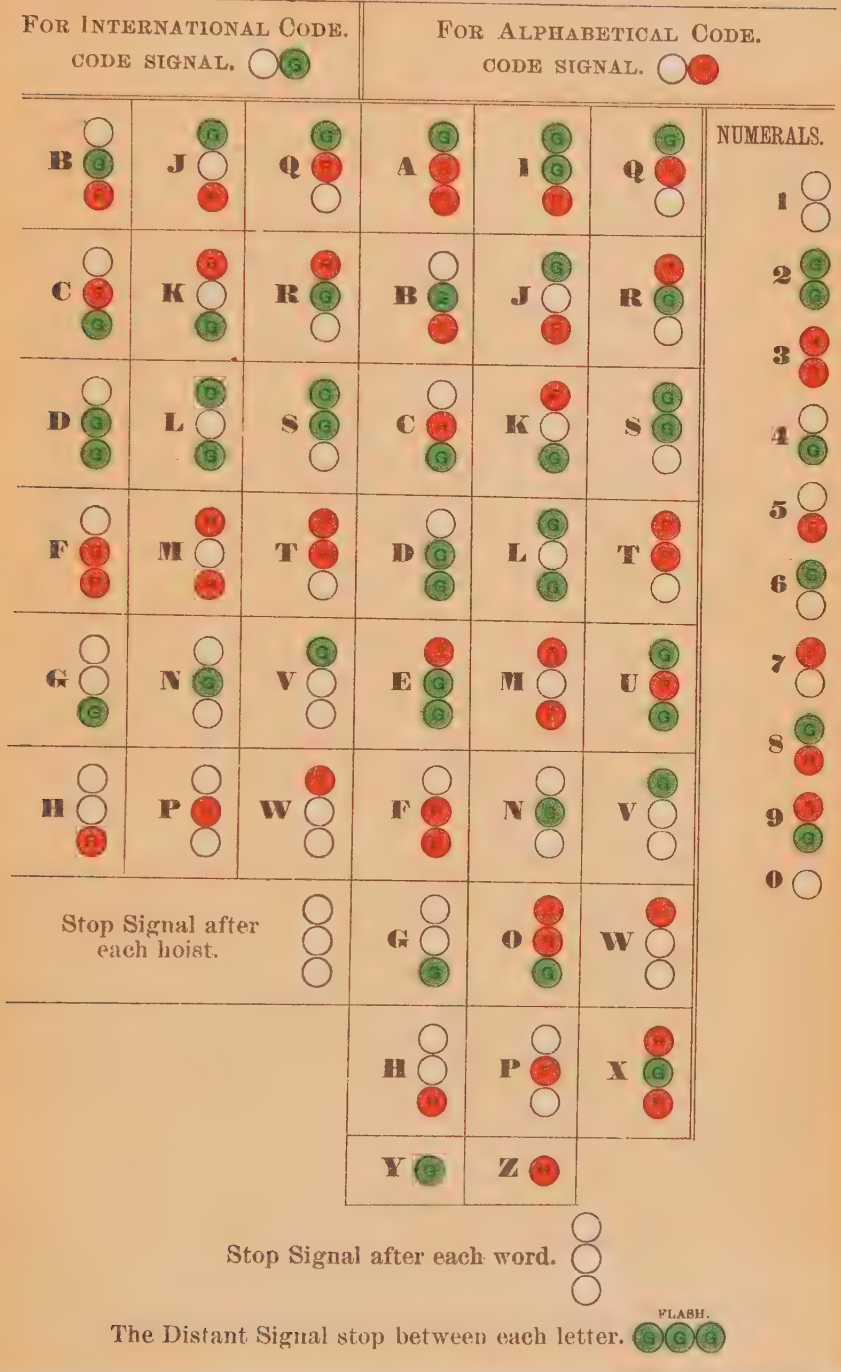
IV.....GREEN with a white flash—"All right"—to be shown at the end of each hoist or word.

TABLE OF SIGNALS.

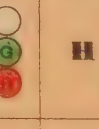
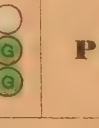
FLASH REPEATEDLY. 	Attention Signal.
	Distinguishing Signal to Vessels.
	Distinguishing Signal for Stations or Shore.
	Urgent, Danger or Distress.
FLASH.	Universal Code Signal.
FLASH.	Alphabetical Code Signal.
FLASH.	Finishing Signal.
	"I see your signal."
	"I understand—proceed."
	"I do not understand—repeat."
FLASH.	Answering Signal—"All right"—at the end of each hoist or word.

* NOTE.—What is meant by the word "flash," is that the colors are to be quickly changed from one to the other. Where the lights are to be thus "flashed" or rapidly changed, it is indicated in these tables by placing the circles horizontally instead of vertically.

SIGNALS BY LETTERS.


FOR INTERNATIONAL CODE.
CODE SIGNAL.
FOR ALPHABETICAL CODE.
CODE SIGNAL.
NUMERALS.
B J Q A I Q
C K R B J R
D L S C K S
F M T D L T
G N V E M U
H P W F N V
Stop Signal after each hoist.
G O W
H P X
Y Z
1 2 3 4 5 6 7 8 9 0
Stop Signal after each word.
The Distant Signal stop between each letter.
FLASH.

EXAMPLES IN THE UNIVERSAL CODE.

"Show your Colors."	B	C	
"American Colors."	D	C	H
"Want Immediate Assistance."	H	B	
"We are coming to your Assistance."	H	F	
"Want a Pilot."	M	B	H 
"I will send you a Pilot."	S	D	P 

HOW TO COMMUNICATE BY MEANS OF THE SIGNALS.

First, place the apparatus where it may best be seen. If wishing to communicate with a passing vessel, to draw attention, keep all the lights on, changing from White to GREEN, then White to RED, with an occasional displaying of three White Lights. The vessel will answer by showing one White Light.

You will now show which code you are going to use by showing the Code Signal (namely, White and GREEN flashes for the Universal or White and RED for the Alphabetical). The answering light will now change to GREEN, and will remain so, so long as the signal is understood, giving a White flash at the end of each hoist or word; but if the signal is *not understood*, the answering light will change RED. The one signalling will now answer by showing his RED lights; the answering light thereupon will change back to GREEN and the signaller will repeat the last hoist or word; but should the signaller make a mistake, he will flash his RED lights until the answering light answers by showing RED, whereupon he will repeat his last hoist or word.

If using the Universal Code, first show the Code signal (namely, White and GREEN flashes), and show the three White lights at the end of each hoist, which distinguishes that hoist from the next; the answering light will give a White flash in return. If using the Alphabetical Code, show first the Code signal (namely, White and RED), and show the three White lights at the end of each word, which must be spelled out in full—the answering light will give a White flash in return; when the signal is finished, flash the GREEN and RED several times in succession.

If wishing to communicate with the Shore, instead of showing the three White lights after the attention signal, show three GREEN, and, when answered, proceed as above.

If an Urgent, Danger, or Distress signal is required, after the attention signal, show the three RED lights; but if it is intended for a vessel, show the three RED, followed by three White lights; if it is especially for the shore, follow the three RED by three GREEN.

DISTANT SIGNALS.

The Distant Signals are given by means of the simple apparatus (see Fig. 2) containing but one light, which may be changed from White to GREEN or RED. This apparatus, being hoisted aloft and showing but a color at a time, can be distinguished at a long distance. Instead of showing all the signals for a letter at once, the required signals are made by flashes, and each letter will be distinguished from the next by three quick GREEN flashes, and each hoist or word by three White flashes, the same as when using the full three-light apparatus.

If wishing to use the three-light apparatus as the Distant Signal, the three separate lights must be all of the same color when shown, making the combinations by flashes the same as with the Distant Signal or single light apparatus.

ABBREVIATIONS.

When using the Alphabetical Code, the signal can be made much shorter by cutting the words off as soon as enough of each is spelled to convince the party signalled what the word is going to be. For instance, in "Want immediate assistance," after "want" has been signalled, followed by "i-m-m-e-d," the one signalled to will at once see that the word is to be immediate, when he will give a White flash, which means, "All right—proceed." The signalist will then leave off; show his three White lights; and proceed with the next word "assistance," which can be cut the same way, thus materially shortening long sentences.

SIGNAL REGISTERING APPARATUS.

To facilitate the reading off of signals by night, or by persons inexperienced therein and unfamiliar with the Code, a simple registering device is provided for recording upon a strip of paper each signal as made, so that the strip may be afterward easily read off by a light, and compared if need be with the Code as printed.

This useful device consists of a small portable case containing a strip of paper—similar to that used in telegraphic instruments—which, by the movement of a lever, is moved forward under a set of three self-inking types representing the letters W, R, and G, to correspond to the White, Red, and Green lights of the signal system. Each of these types is fitted upon the end of a rod which, projecting outward on the top of the case, is held up by a spring, and is adapted when pressed inward to strike and imprint the type upon the paper strip. Each type strikes the paper at a suitable distance from the other, so that the impression of the three will be at regular intervals apart.

By pressing with the finger upon the end of the rod whose letter corresponds to the color of the signal displayed, an impression of the letter is made upon the paper. After thus printing the Signal or Signals representing the letter of the Code, the paper moving lever is next actuated, and the paper is fed forward thereby far enough to leave a blank space between the letters indicating the given letter of the Code from those to follow. At the end of each word, the moving lever is struck twice so as to make a longer distinguishing interval.

After the full message has thus been recorded, the imprinted strip is taken from the case and read by a light and, if need be, spelled out by reference to the Code Book.

ADDENDUM.

A Simple and Rapid Method of holding communication between vessels in thick and foggy weather, which can be accomplished by means of three different sounds to represent the different colored lights in our Code. For instance, on board steamers a Shrill Whistle will represent the White Light, a Medium one to represent the Green, and a Bass one to represent the Red Light. Sailing vessels can represent the Lights by similar symbols; namely, the Horn for the White Light, Bell for Green Light, and Gong, Cymbals, or Drum to represent the Red Light.

By this method communication can be effected and the course steered by each vessel made known, thereby materially lessening the danger of collision, as each point and half-point of the compass can be made known by two letters, by using the compass table of the Universal Signal Book; thus, a North course would be represented by C. B., as laid down in that table. A steamer, if steering that course, would make it known by sounding, first,

SHRILL,
BASS,
MEDIUM,

representing C., then after a short interval,

SHRILL,
MEDIUM,
BASS,

which represents B,=C. B, which are the letters representing North in that table.

Sailing vessels would use their method for the same, namely,

HORN,
GONG,
BELL,

representing C, and then,

HORN,
BELL,
GONG,

equal to B,=C. B. When wishing to hold communication by this method, apply the Code as laid down in this book for the Lights.

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